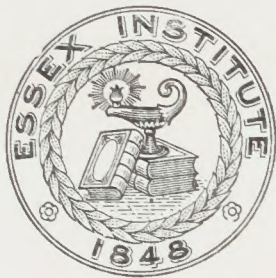


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Estate of
Mrs Lucy D. Emmerton

Received Feb. 4, 1910.

M-656-1848S4

CARD
CATALOGUE

hopes are crushed, our friend is gone. We never more
shall greet him upon earth; the past only is for him.—
But his memory shall long endure; and to us who sail
on the ocean, the night wind shall seem to sigh for his
fate, and the booming seas to sound an incessant knell
over the grave of the loved, the lost, the lamented young
sailor.

c.

Charles Huntington?

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Phillips Library

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Por Rea was an intimate friend of mine. I met him
 in Calcutta a few months before his death. He was
 then Chief Officer with Capt. Huntington, in the Bark
 Borneo Salem. While lying there, Rea was taken
 ill. Capt. H. called for
 me to see him. I found him
 lying on his back, his
 cheeks hollow, his
 eyes sunken, and he
 looked as if he
 took him on shore,
 till the crisis
 past. I was
 grateful for my
 he had been
 alarmed -
 able to do his
 in a fair way
 so very prudent,
 wise in eating,
 consequently suffered
 he died before
 I shall never forget how
 shocked I was on going down to the Borneo on
 her arrival in Boston & was told, "Rea is no
 more" - He was a generous, good fellow, & a
 faithful friend - Peace be to his soul

| List of vessels 1860-1 | | names of |
|------------------------|-----------------------------|----------|
| | | capt. |
| | date of arrivals, departure | |
| Guano taken in at the | | |
| Chunichas Aug. 1856 | | |
| | Mar. 1858 | |
| | Jan. 1861 | |

E. A. C.

Log 999



Diary
~~Journal~~ of a voyage
to Mozambique, Zanzibar
and elsewhere 1848-9

barque Sophronia. Brack.
by R. Peabody, master.

Kept by E. A. Commer-
ton.

Sketch of his life -

^{Kept}
Diary at the Churchis
1858 and 1861 on

itington?

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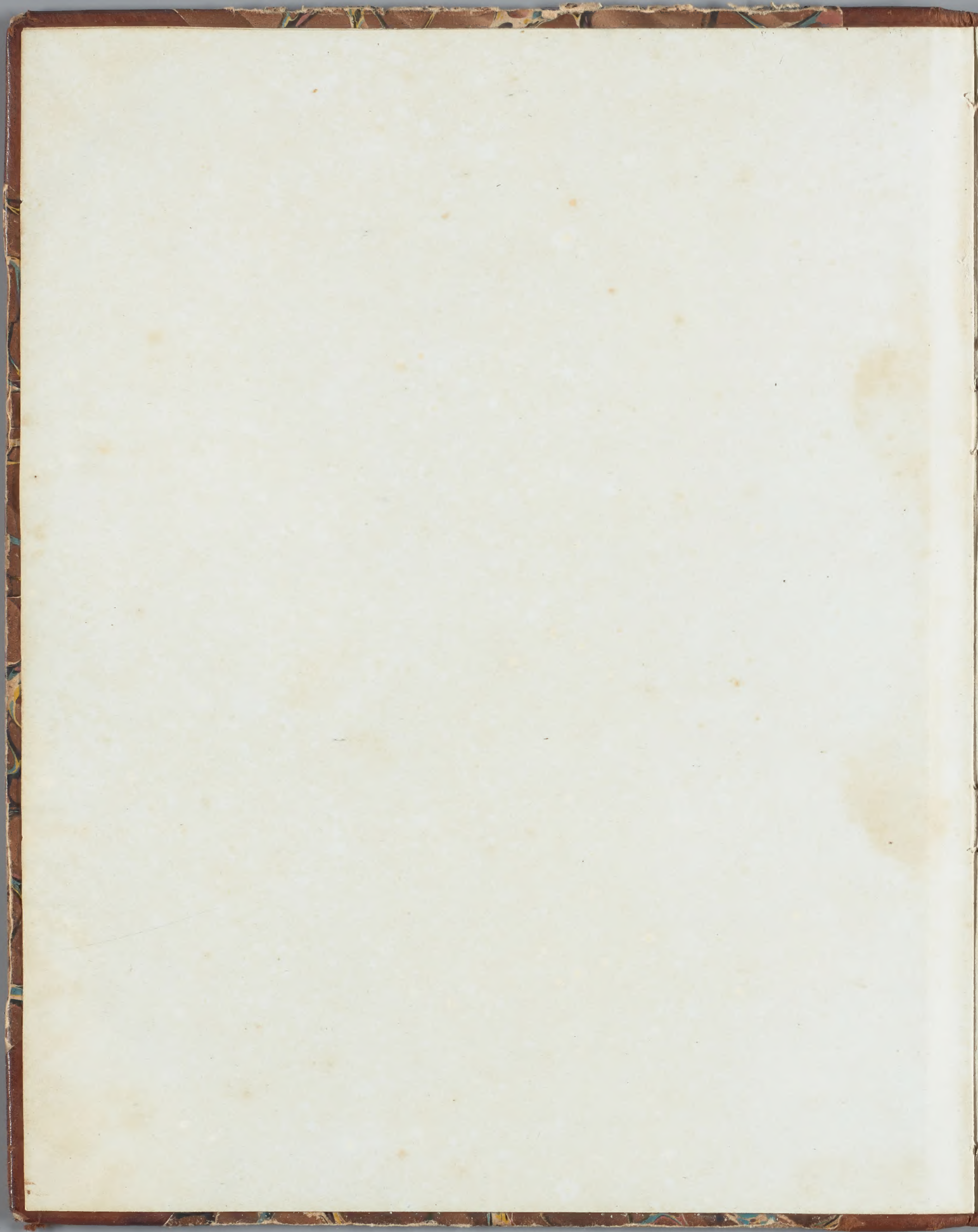
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Porree was an intimate friend of mine. I met him in Calcutta a few months before his death. He was then Chief Officer with Capt. Huntington, in the Bark Borneo of Salem. While lying there, Porree was taken suddenly ill with the cholera. Capt. H. called for me to come & see George. I went on board, found him suffering severely with cramp - his cheeks hollow, his nose pinched, & eyes glazed; he looked as if he had been sick a month. We took him on shore, & I remained with him all day, till the crisis was over. George seemed very grateful for my attentions, for previous to seeing me he had been quite desponding & was much alarmed. Before leaving Calcutta he was able to do his duty, & was to all appearance in a fair way of recovery; but George never was very prudent, or careful of himself, & would persist in eating, & exposing himself unnecessarily, & in consequence suffered a relapse, the end of which was that he died before the vessel reached home. I shall never forget how shocked I was on going down to the Borneo on her arrival in Boston & on being told, "Porree is no more" - He was a generous, good fellow, & a faithful friend. Peace be to his soul.

E. A. C.



Journal of a voyage from Boston
to Mozambique, Zanzibar &c in the
Barque, Sophronia, Beakley B. Peabody
Master, kept by E. Emmerton it being
his fourth voyage to sea, - 1848-9

E. Emmerton

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Salem Marine Society

Phillips Library

Sunday Morning April 23rd 1848

Yesterday at 2 P.M. took leave of Father at the end of Central Wharf Boston & went on board the Barge Sophronia taking with me two bags of specie, & two of my Brothers James & George. They stopped but a few moments & seemed glad to get their feet on terra firma once more. Bid them good bye & was then left to my own reflections. Waited some time for the Captain thought as he did not come off I might as well be employed so came down into the lower cabin where I am at the present moment sitting & wrote a few lines letter to dear Carrie. When that was finished I knew not what to do so went on deck & paced about watching the ferry boats to see if I could recognize any of my Salem friends going where I as much as half wished I was bound myself. Saw Mr. Haraden & Gilbert Newell who were the only ones I could make out. Waited with all the patience I could muster for the Captain to come off & finally had given up the idea of going at all when at 5 o'clock he had not got off. Soon after Father came off to see what the matter was. Told him the Captain was still on shore. He said he should go & find him & wished us to go to bed as soon as he came off & that if he did not

go to night to stay on board & go bright & early
Next morning. This of course, quashed, all thoughts
of seeing Salem again: But for my part I was perfectly
prepared for it. I told Carrie & meant what I said that
I had rather not ~~take~~ leave of her again & that in
my opinion it was all for the best for we were still left
with the hope that the sooner we were off the sooner we
might expect to get back again & I really did not wish
to go down again if I could avoid it. At half past five
Capt. Davis on board, & soon after Mr B B Sumner the pilot
came too. At 6.30 P.M. Got under weigh just as the
half past six o'clock ferry boat was ready to start: Stove
towards the boat till quite near her then tacked & stood
down the harbour with a fine breeze from the South West
& pleasant weather. Saw Father George & James on
board the boat & waved my hat in token of
recognition which they returned. Went down the harbour
in gallant style going 8 knots close hauled, within
6 points of the wind easily. The Pilot said he was
surprised to see her & made the remark that she
was a beautiful vessel & would go any where when
a fair & after would & thought we should make
a fine passage. That we may do so & that the
voyage may be short pleasant & prosperous; that our
friends may continue in the enjoyment of health
peace & every comfort is the hearty wish & sincere

Prayer of C & B. At 20 minutes of 8 hours too ahead
of Boston light & discharged the Pilot having run
nine miles with the tide in 50 minutes. The mates
& men at work secured the anchors boat & S & made
all snug, chose their watches & thus commenced the
monotonous routine of a sea life. At 10 o'clock I
turned in & being very tired slept very soundly all
night tho' I was awake once at 4 o'clock & heard
the Mate tell Captain Peabody that Cape Cod Light
(which was first seen at midnight bearing South, East) then
bore SSW. Slept to soundly to dream. At 6.30 AM Howard
called me to breakfast; he mistaking the Captains order
to have breakfast at 7 $\frac{1}{2}$. However I was not sorry
to get up for I wanted to have a sight of the land, if
possible. Found the land, or rather sand, plainly
visible all along our Starboard side distant I judge
from ten miles; the wind very light & right aft on nearly
so, the decks washed down & the men getting the
standing sails ready to set. Walked on top of the
house with the Capt & his breakfast time talking over
matters & things in general; find him sociable and
communicative. These men seem to be a good
steady set of fellows & things so far look bright
& promising. Spent the forenoon pleasantly
walking & talking with Captain Peabody; writing
the above &c &c. Day ends with fine weather

with very light airs from the Southward. At noon Cape Cod light bore NW dist. about 12 miles & the Westernmost Land bearing W by N. from which I take my departure & call the Lat. $41^{\circ}55'$ N. Long. $70^{\circ}14'$ W. So ends the first day of our voyage. My feelings at this time bear no comparison with those I have experienced on former occasions. I thought I should be very loath to leave home now; for think I, if I have felt badly at being severed from my Father & Mother, Brothers & Sisters how shall I get along when it comes to leaving my loving Carrie far away? how shall I say good bye to her? & how will she bear it? I found it hard; but got over it much easier than I expected to.

Monday April 24th 2^d day out
Begins with an Easterly wind & hazy weather. Soon the wind hauls Southw. & freshens considerably so that at 10 o'clock we were going eight knots larger on an easy bowline. I spent the afternoon reading & thinking & in the evening reading *Pestus*; like it much. Through the night we were going along finely at least 8 or 8 1/2 knots tho' she was not marked so high on the scale. She slips along very easily without pitching or rolling & stiff enough apparently. Throwing boards in thick & foggy at 8 it cleared off a little & we counted 9 fishing vessels in different directions. I think it a great wonder we saw none last night. We must have

Passed several in the darkness. Did not dream much
last night & what I did was not very agreeable, so I guess
I won't jot it down. Engaged during the forenoon putting
my things to rights a little, taking observations of the Sun
&c. Found on working up the days work that she has
run 24 miles ^{more} than the late steamer, for which added
makes the average for the day I know for home.
Day ends dark, thick & foggy no obs for latitude
Latitude by Dead Reckoning $41^{\circ} 50'$ & Long by Chron. $66^{\circ} 25'$ ^{on}

Tuesday April 25th 1848 3rd day out.

Came in with moderate southwesterly winds & foggy
weather; towards night the wind veered more westerly,
set the studding sails. Through the night good breeze
from North West & clear pleasant weather. At 10 AM
saw a Ship bound to the Westward. Day ends pleasantly
with moderating winds the vessel rolling very much
owing to a sea on swell from the Southward. Have
been variously employed during the day; do not feel
quite settled yet nor do I dare as yet think about
taking hold of anything of importance. Have read
a considerable of Hectors with which I continue much
pleased. Some of the writers & incidents & comparisons
are quite singular but very appropriate. He
advances some new ideas & the book is on the
whole calculated to bring up doubts in the mind
of an unsuspecting reader which it would be as

well not to have excited. It is however extremely
well written & some of the passages are strikingly
beautiful. For instance the following -

"See that sweet cloud! It is watching us, I am certain
What have we here to make thee stay one second?
Away! thy sisters wait thee in the west,
The blushing brimmaids of the sun & sea.
I would, I were like thee, those little clouds,
Ever to live in Heaven: or seeking earth
To let my spirit down in drops of love;
To sleep with night upon her dewy lap;
And, the next dawn, back with the sun to heaven;
And so on through eternity, sweet cloud!"

I cannot but think that some senseless things
are happy. Often & often have I watched
A gossamer line fighting itself along
The air, as it seemed; & so thin, thin & bright,
Looking as never in a loom of light,
That I have envied it, I have - & followed; -
It watched the sea breeze down blown over the waves,
Now touching it, now spirited aloft,
Now out of sight, now seen, - till in some bright
fringe

Of streaming foam, as in a bay, at last
A playless death it dies, & mourns its death.

Have had a Barent setting ENE 30 miles to day -
Day was pleasant Lat $41^{\circ}09'N$ Long $63^{\circ}52'W$

Wednesday April 26th 1848 4th

First part of this day we have the mias from the
Eastward & quite light; latter part stronger breezes &
good weather. Dreamed last night I was in
Moranbijn & then saw Captain Webb & others who
had purchased all the Ivory in the place & I was
unable to get hold of a single tooth. Had some other
dreams, of course, &c but cannot recall them - Have
been busy to day with my invoices overhauling and
copying them; found an error of \$10.00 the charge for
the "Pamasee" being too great by that amount.

Like the appearance & manners of Captain Peabody
I. I am very much; find him different in many respects
from either of my other Captains. However he stranges
surely if he was just like them in every respect. Think
him well informed & versed in the ways of the world,
but judge that he is like "father's aunt Polly" a little
set in his way. However time will show -

Peter & Cloutman are quite pleasant sort of fellows,
sociable & agreeable & the men apparently all they
are required to be; the Cook very good in his
line & the Steward not bad in his - So far
everything goes on in the right track

Latitude $39^{\circ}31'N$ & Long $63^{\circ}27'W$

Thursday, April 27th 1848 15th day out
During this day we have the winds very light and
baffling but principally from the Southward.

Busied myself writing during the day & spent a
good part of the evening in conversation with Captain
Peabody. He told me a good deal about Ammatra
the tricks of the trade &c. He has been then seven
voyages & knows all about it. Twice he has been within
a hair's breadth of losing his life by the Malay boys. One of
the times through the carelessness of Captain Charles
Huntington who was then with him before the mast.

Huntington was going ashore in the boat with some
muskets they had been cleaning for the Rajah, one
of which was loaded. He very thoughtlessly fired this at
a bird sitting on a tree; the ball glanced from the
tree & passed through a boat in the river in which
a Malay was sitting & in going thro. perforated his cap.
This so enraged the natives they determined to kill
the Captain. For it seems they always strike at him
first thinking he must be at the head of everything.
They told him however that if he would pay them
\$300 they would not molest him. This Capt Peabody
refused to do, but offered them \$25 to pay for the
damage of the boat. They obstinately refused to receive
less than \$100. So Capt. Pistols in hand walked down
to his boat & when near enough leaped in & gave

Then the ship. They fired at him several times, but
missed him & he got off clear — Another time
he was on shore weighing pepper when the Malays
began to quarrel among themselves. They warned him
to move off so he with his men climbed on top of their
pepper bags & saw the fight out. He says he saw
eight killed outright & as many more wounded. The
next day when he went to weigh again he found his
bags completely shattered with blows — He once
put a man in irons for stealing money & kept him
there four days. When the fellow was liberated he
promised to kill the Capt whenever he had an opportunity
& he had to watch him sharply to prevent his taking
him by surprise. He calls them a treacherous thieving
race & not to be trusted for a moment & by no means
should they be allowed to come on board in any
numbers, for they will take the advantage of you
if they find you are not prepared & are now as
ready to cut out a vessel as they were before they
had proof of the power & willingness to revenge
such treatment from the American frigates
John Adams & Vincennes —

Have passed through large quantities of kelp,
drift wood, spars &c the day —

Latitude $39^{\circ} 14' N$ Longitude $62^{\circ} 52' West$.

Friday April 28th 1848 — 6th

Wet days & unsettled weather are our portion for this day — At 6 PM we saw a large ship on our lee beam which we gained on very sensibly while in sight. Also saw another nearly ahead & secured her the same saucer. So it was Sophronia! I guess you'll do. I find not the least difficulty in making the time pass off agreeably. Not a moment as yet has hung heavily with me. Nor shall it if there's any way of preventing it. I am determined to make the best of everything & not worry about head winds or Calms, as I came to the conclusion long ago that all perfect folly — Have experienced a current today setting 2° E 34 miles — Lat $38^{\circ}20'$ Long $60^{\circ}39'$

Saturday 29th April 1848 Jth

All the first portion of this day we have light airs & Calms with a tumbling confused sea having the appearance of being agitated by currents. Latitude a good breeze sprung up from the South West. Have felt a westerly current of 15 miles today. Spent the day - water last evening in the following manner — Mr Potter was sitting in the lee gangway smoking, Blountman on the fore-cabin ditto. Capt standing by the Mainmast picking his teeth & myself forward of Potter also smoking & between the puffs talking about Salem its pretty girls its scandal-loving busy bodies, &c & listening to the stories of the crew — All had something of his own experience to relate on

something to tell of others. We all live together like members of one family & the mates talk to the Captain & he to them without restraint & are not debased from conversation by any false pride or quarters decker dignity & all has fair for an very agreeable voyage — Latitude $37^{\circ}54'N$ & Long. $59^{\circ}58'W$

Sunday April 30th 1848 8th

Through this day have had a fresh breeze from the N.W. but part clear & latter portion cloudy overcast weather.

True Course & distance made by the $97^{\circ}E$ 17h

I have spent the time to day as usual reading &c.

I have been running off the coast 24 hours $7\frac{1}{2}$ to 8 knots as steadily & smoothly as possible with no dead water as in the Freemie rushing & foaming under the lee quarter; the water smooth & we going along without pitching as stiff as a Maltese — Lat $37^{\circ}17'$ Long $56^{\circ}23'W$ —

Sunday May 7th 1848 15th

The past week we have had a fresh breeze and most of the time pleasant weather have run 1197 miles since Sunday last. & in all up to this time $20\frac{1}{2}$ miles.

On Tuesday in Latitude $35^{\circ}6'$ North & Longitude $49^{\circ}40'$ West took the North East Trades which have been blowing very steadily ever since from East to E.N.E. This has kept us well to the Westward so that we are fearful we shall be jammed when we get to the line unless the wind favors us. Tuesday Wednesday & Thursday we possess three large quantities

of Gulf Head since then have not seen so much - Have
seen no vessels but judge ourselves too soon met to be in their
tracks. I have passed the time very agreeably & things
still go on very comfortably; like Capt Peabody very well,
tho, as to his being (as Hamden represented) like Capt L. I
is as far from facts as light is from darkness - Have been
very myself making up estimates of the cost of every gun &c,
overhauling the accounts, reading &c &c. Finished reading
Festus today and must say I am very much pleased
with it indeed some of the passages breathe according to
my idea the true spirit of poetry & it is written in such
language as is not met with every day. Here are some
extracts. Festus description of an angel -

Then was one I loved,
Of those immortals, of a lofty air,
Singly divine & sad, & side by side
Him whom I spoke of first she oft would stand
With her fair form - shadow illuminate -
Like to the dark Moon in the young ones arms.
xxxxxxx The shadow of a cloud upon a lake,
On which the wind hath all day held its breath,
Is not more calm & fair than her dear face -
So sweetly sad & so consoling,
When she spoke even on the end of earth.
Saw that her eyes grew darker, & her brow
Brighter with thought, as with galactic light

Mid Heaven when clearest, at such times, not I
E'er known that earth were clearer unto her
Than other of the visitants divine,
Which hallow'd mine hours; — same, too, that then,
As though to touch but on that topic had,
Too deep-like, mumbled thought, she would thought cease
All converse suddenly, and kneel & seem
Inwardly praying with much power, — rise,
And vanish into Heaven — My mind is full
Of stories she hath told me of our world,
As none an angel utter'd e'er, I ever.
Now I will tell thee now —

Helen. O! Let me hear!

Thy talk is the sweet extract of all speech,
And holds mine ear in blissful slavery —
Festus. 'Twas on a lovely summer afternoon,
Close by the grassy margin of a deep tarn,
Nigh half way up a mountain, that we stood,
I and the angel, when she told me this.
Above us rose the grey rocks, by our side
Forests of pines, & the bright peeping warblers
Came crowding, dancing to the bush, like thoughts
Unto our lips. Before us shone the sun.
The angel raised her hands as she began,
As bidding earth be still. The birds ceased singing
And the trees breathing, & the lake smothered down
Each shining wrinkle, and the voice drew off.

Time lent him over his scythe and, listening, wept.
The circling spheres revolved in her lightning space
A moment; Ocean hushed his snow-manned steeds,
And a lone like the sun, as does the fawn,
A meditation land; then spake she thus:—
I heard the sweet song of the morning stars,
Which rang through space at the first sign of life
On earth gave, springing from the lap of God,
On to her orbit, when from Heaven
Came down a white-winged host; & in the east,
When Eden's pleasure was, first fanned their wings,
Shedding like to snow flakes. Then they built
Out of the riches of the soil around,
A house to God. Then were the ruby rocks,
And then, in blocks, the quarried diamonds lay;
Opal & emerald mountains, andethyst,
Sapphire & chrysoptile, and jacinth stood
With the still action of a star, all light.
Like sea-based reivers binding, there, with tools
Temperance in Heaven, the bands angelic wrought,
And raised, and fitted, having first laid down,
The deep foundations of the holy dome
By bright & beater goes; & all the while
A song of glory hovered round the work
Like rainbow round a fountain. Day and night
'Till on the hallow'd labor till 'twas done.

And yet but thrice the Sun set, & but thrice
The Moon arose; so quick is work divine.
Tower, & roof, & pinnacle, without,
Were solid diamonds, Within, the dome
Was eye blue, Sapphire, down with gold bright stars
And clustering constellations; the wide floor
All emerald, earth like, kneecap with gold & silver,
Marble & mineral of every hue

And marvelous quality, the meanest thing,
When all things were magnificent, was gold, —
The plainest. The high altar there was shaped
Out of one ruby heart-like. Columns round,
With alabaster pure was all, and now
So high & bright it shone in the midday light.
It could be seen from Heaven. Upon their thrones
The sun-eyes angels lauded it, and then rose
A hurricane of blissfulness in Heaven
Which echoed, for a thousand years. x x x x x x x x

Helen to Festus

See,
The Moon is up, it is the dawn of night.
Stands by her one, cold, bright, steady star —
Star of her heart and heir of all her light,
Whereon she looks so fondly mild & calm,
As though she were the mother of that star,
And knew he was a chief sun in his sphere,
But by her side, in the great shape of light

To shine to God, he had filially faith,
And hid his arrows & his bow of beams -

Pestus' description of a beauty

Her heart was all humanity,
Her soul all Gods; in Spirit & in form,
Like fair. Her cheeks had the pale pearly pink
Of sea shells, the roeas' sweetest tint, as though
The wind, one half night dew, on roses dropped
In silver dew; She spoke as with the voice
Of spheres harmonizing which greets the soul,
When at the hour of death the saved one knows
His sister angels near; her eye was as
The golden pane the setting sun doth just
Embrace; which shews, the Heaven comes down again,
All other lights but traces of gloom; Her dark
Long rolling locks, were as a stream the slave,
Might search for gold, and searching find. x x x
Pestus says, Love is the art of hearts & the heart of acts -

(Thought, Sweet, & Comprehension.)

Luifer says - Death shall be ~~very~~ where among your hearts,
And giving life which no man may decline -
Drafts upon thee one moment after death -
Again he says - The highest hills are miles below the sky,
And so far is the lightest heart below true happiness.
And Pestus. The best enjoyment is half disappointment
To that we mean or would have in this world.

Festas -

How not make our thoughts; they grow in us
Like grain in grove: the growth is of the Gods,
Which are of nature, nature is of God. x x x

The thoughts we think

Subsist the Same in God as Stars in Heaven.

Chorus.

We were parting.

Festas Then am I doubly sorry; for I know

It is the saddest, & the saddest

Moment of all with those who love

Latitude $24^{\circ} 6' N$ Long $42^{\circ} 30' W$
Sunday May 14th 1848 22nd

Though the past week we have had fine breezes from the
Eastward & most of the time fine pleasant weather. Have
seen several vessels steering to the Northward. Wednesday
saw & exchanged colors with a French Brig. But she did
not show us the new flag so we suppose she may not
have heard the news. Have employed myself reading the
Atlas newspaper & have thereby got a considerable knowledge
of what has been going on in the West, about us for the
last few months in which matter I was before in a
blissful state of not knowing much or less. That a human
thing is a newspaper is! How it brings to the mind scenes
& places well known of home! How it helps refresh the
memory to the remembrance of the faces & appearance of our
friends. To day I read a description of the Floral procession
in Salem on the fourth of July 1847. At first I was

Saw a beautiful light. By the way I see Wallis
Emmett's name in the paper as being the author of
a "Beautiful Day on Drawing" "8 ft by 5" Why did he not
tell me of it! I wonder. Oh Henry from a chicken.

Have run by Coy the past week 1087 miles. a little less
than last week but not bad, sailing in this latitude
either. 3159 miles altogether up to now —

Latitude by obs 9° 17' North & Long 33° 44' W.

Sunday 2nd of May 1848 29th day —

Every day but Monday of this week we have had
rainy, squally & unpleasant weather & light winds
Have made by run but ~~not~~ 562 miles — Have
been engaged as usual, reading writing & sewing & occasionally
darning of clothes. Thought last night I was in good old
Salem; it was a beautiful morning & Sabbath day
& I was going to Church with Carrie but on waking I
discovered my mistake. Dreams are curious affairs aren't they?
Mr. Potter caught 2 Porpoises yesterday afternoon — Saw a
Mackerel Fish at least 9 feet long the other day but her
body was so low for her size as to strike him.

Latitude by observation 4° 19' North Long 28° 08' W.

Sunday 2nd of May 1848 36 days out.

The three first days of this week we had light variable
winds & rainy weather. On Thursday in 3½° North & 2½° W
took the North East Trades pretty fresh & about noon of
Friday passed the Line in Longitude 29° 10' W.

Since then have had the most pretty story from E. & so
that we have been about a South Course, very kindly
show us & today find ourselves $4^{\circ}41'$ South & $29^{\circ}24'$ West.
On Tuesday we passed an American Barge bound across
the Line. She showed a White Swallow tail flag with an
A. & L. on it. She was still in sight at sunset on
Thursday. Have made by run this week 673 miles —

Monday 4th June 1848 48 days out
Has just five days of the week we have five breezes from
the South East. With pleasant weather. Friday noon
lost the Tracks in Lat $17^{\circ}50'$ South & Long $34^{\circ}50'$ West.
Have seen several vessels the past week. One a Brig having
the same way as ourselves in sight three days — Have run
this week by log 1018 miles in all up to this time 5406 miles.
Have no particular life to it, yet down, & then has nothing
very remarkable occurred & things still seem along in the same
monotonous course. Not that I mean to imply that the time hangs
heavily down, very far from it, indeed it goes by too swiftly.
The sun hardly commenced before it has run its course, &
have reason to be thankful that I possess a contented spirit,
at least as long as there is nothing to trouble it. When things
go smoothly (as they always have with me heretofore) I find no
difficulty in passing away the hours agreeably & profitably. But
the time will come, I am convinced when things about
me will wear a different aspect; then I shall comfort
myself then but few hours. I have been in the same

foolishness to suppose, that I shall slip along my path
in the world without once stumbling over obstructions to
think that everything will always wear a smiling
countenance & that I have naught to do but sit down
& sleep & enjoy myself. I am now in a situation entirely
different from any in which I have before been placed,
responsibility rests on my shoulders & a duty ~~comes~~ rests
with me to be performed which I hope to be able to
get through with with a conscience void of offence and to
the entire satisfaction of all concerned. To do this shall be
my aim & aim to effect it I shall be obliged to keep on
the right line as some one has said "be sure I am right
& then go ahead". I hope I shall be able to perform my
allotted duty at this time without trouble tho' I do not expect it.
I am fully aware that on my exertions & success in this
voyage, depends a great deal of my future success.

Lat by D.R. $19^{\circ}33'$ South & Long $33^{\circ}35'$ West.

Sunday 11th of June 1848 50 days out
First two days of this week we had good breezes from the
Eastward; since then Westery winds tho' light, with clear
& pleasant weather, the thermometer ranging from
72 to 75 degrees. Have seen one or more seals every day this
week & have beaten all the bays yet seen tho' some of
them very gradually. Our Barge kept company with
me three days before we lost sight of her astern.
Have sailed but 645 miles this week in all to this

Am 6051 miles. The weather could not be pleasanter than we have it now though it is the winter season here. The time passes off very nicely & agreeably as usual and nothing occurs daily to alter the common course of events.

My mind occasionally reverts to past scenes of pleasure in your old halls. I often calculate the hours that it happens to be at home at the time I am thinking of it & wonder what my friends are doing at the time. It being two o'clock now while writing this I imagine it eleven o'clock in the forenoon at home. It is a beautiful summer's day; the Sabbath; some of my friends are at church hearing Mr Stone preach one of his poetical, deep, attention-tying sermons, & perhaps trying to saintify the mind to his subject kept occasionally as he lowers a little & becomes in a slight degree understandable. Others are listening to the plain common sense disquisitions at the North. It seems sometimes almost as if I was there myself but of course that's all an mere matter of fancy, as I do not possess the virginity & can not be here there & every where except in imagination.

However that after acres & acres there & answers back in any case. Latitude 27.15 South Long 26.33' W

Sunday June 18th 1848 57 days out
Monday & Tuesday of this week we had good breezes from ENE with very pleasant weather -
At half past seven on Monday morning we saw a Bird a point & a half on our weather bow

Steering the same way as ourselves. The heads of her
topsails just in sight from deck, judged her to be
about 12 miles off - He gained on her all day & at 8.30
Mr. Lane up with her & passed to windward of her
within hailing distance & spoke her. It was a beautiful
moonlight night, with a firm breeze from ENE, so that
we could see every thing very distinctly, but could not
always hear what was said, being to windward. Could
not catch her name, but learned she was from
Glasgow on the 4th & 8 days out bound to Madras.
Her Captain reported his longitude $24^{\circ} 45' W$ or 24.48
This was probably very nearly correct as the Lunar
differences but a few seconds from the Chronometer.
I requested Capt. Stacey not to tell him where
we were bound, fearing she might be a Pollard bound
to Aden, & that she might stop in at Zanzibar (as
they sometimes do & report us to her) the time we
were bound to Batavia. There was no necessity for
this as she might have been from the Orissa &
let him guess the port. However, I imagine
they will not see us at Batavia this time.
After passing the time of day with him Mr. Webb
made a pleasant passage & gave him goods for
next morning he was just in sight from half way
the rigging - At noon out of sight astern -
On Thursday & Friday we had a fresh breeze

from the Northward & made a glorious run of it.
420 miles in both days. Thursday I have come
I saw in my journals, but think the landly needs
common east perhaps during the puff. 9 to half
however she has run fairly - Have sailed this
week 1306 miles in all 7357 miles up to this noon.
I think she beats the Richmond in strong breezes,
being better calculated to run in a heavy sea than
the Mary. Latitude $35^{\circ}53'$ S Longitude $3^{\circ}56'$ W.

May 28th June 1848

14 days out

Most of this week we have had strong westerly winds &
squaly weather. Have seen several vessels but beat them
all (I think) Friday ran 4 by 228 miles. This morning
we saw a French Barge to windward, & she making
signals to speak us. Hoar to for her. She came up under
our stern but luffing for soon ran close by & snatched off
our music topmast. Spent some time in gaff, & the speaker
all to pieces and carried part of it off with her, together
with our beautiful Barges with the *Spheronis* name in
it in full. While in contact with us she shaked our side
badly. ~~Could~~ Did not learn where she was from or
where bound. Her name was the *Alegon*, & her longitude
from Paris $17^{\circ}30'$ or $19^{\circ}50'$ of Greenwich ours being $19^{\circ}10'$
This week have run 1125 in all 8482'
Passed the longitude of the Cape Jettway 63 days out
Lat today $36^{\circ}57'$ S Long $19^{\circ}14'$ E

Sunday July 2^d 1848 71 days out.

Monday & Tuesday we had moderate breezes from the Eastward with a large head sea, weather pleasant. The three next days (Wednesday & Thursday) winds & good weather. Saturday the wind veered to the Eastward & today to the Westward again. The thermometer ranging from 56 to 64°. Have seen or good many vessels outwards found this week but none that could beat us in sailing. One or two held good way with us but finally dropped astern. Thursday wrote a letter to C. I quote the below from Festus.

Free will is but necessity in play, —
The clattering of the golden reins which guide
The Vindicator - Footed Coursers of the Sun, —
The ship which goes to sea informed with fire, —
Obedient only its own iron force,
Reckless of adverse tide, keeps dead, or weak
As infant's parting breath, too faint to stir
The feather held before it, — is as much
The appointed thall of all the elements,
As the white-lasomed bark which moves the winds,
And when it dies desists. And thus with man;
However contrary he set his heart
To God, he is but working out His will;
And, at an infinite angle, more or less
Obedient his own soul's necessity.

The only hath free will whose will is fate.

991 miles this week 9473 — Lat 37° 54' N 35° 54' East.

Sunday July 9th 1848 78

Through this week we have had very moderate winds from the North Eastward & Northward with very pleasant weather. Have sailed 488 miles only - in all 9961 miles.

Friday afternoon two or three very large fin back Whales were swimming round us within a very short distance. It was almost calm & the water as smooth as oil so that we could see their immense bodies very distinctly. I should judge they were 20 feet long at least. They kept so near that we could easily throw any thing on their backs. Mr Potter made one or two shots at them with a musket without any effect whatever. The balls seemed to have no more force than a piece of potatoe from a jet gun would have against a wall - Finally, I took the gun on top of the house & taking good aim at the blowers fired & struck it. The whale immediately went down & appeared no more - The next day we saw a Whale on our starboard quarter steering about the same as ourselves & apparently gaining on us. Our ship lasted for a short time only as he soon began to fall astern. He only seemed so ~~near~~ ^{near} till he got into our wake as he was steering with the wind a little free - This day ends with fresh breezes from the Northward and fine weather but has not brought us much nearer our port of destination. Thermometer now stands at 70°
Lat by Obs 32° 39' S Long 42° 24' E

Sunday 16th July 1848 85th day out
The first three days this week we had fresh breezes from
West to South West & since then South Easterly winds
& beautiful weather, the water as smooth as a mill pond.
On Thursday we made 217 miles distance. On Friday we
passed within about ten miles of Bassas da India as
laid down on Nore's Charts but as we saw nothing of it
concluded it must be farther East. So here we are
12 weeks out & about 100 miles from Mozambique
Distance sailed up to this time 10995 miles
Latitude by Obs 16° 44' South Long 40° 44' E

Monday 17th July 1848

During the night we had moderate breeze from the
Southward with very pleasant weather & a full moon.
At daylight hauled in towards the land saw hills about
6 miles from the land then kept off & stood along
the coast. Made the land about Point Mogica.
At noon the Latitude was 15° 29' South & Long 40° 40' E
Experienced a current about South by West 26'

Tuesday 18th July —

About half past twelve got soundings on Bajone
Reef in 7 fathoms water. At 1 got four fathoms, coral
bottom & soon passed over the shoal. At 3 PM the
town all in light. Steered for it & ran till we
got into deep water then backed off & passed
by George's Island then stood in towards the fort.

At half past five the Pilot (Mazamachini's son) came on board. At 6 we came to anchor in 8 fathoms water with 25 fathoms main George Island flag staff bearing $SE\frac{1}{2}E$ by compass Mozambique flag staff NW & St George's W & Table Mountain North. Next morning the Pilot came off but could not take us in on account of the land breeze - A Portuguese vessel bearing in sight he left us & is now bringing her in. The Pilot tells me that the Baie Lewis has been here & did a good business & has been going a week - Capt Jackson employed Sen^r Auguste, formerly Comd'g of the French Iron Brig Recadour. He left here for Majunga. The Pilot says there is another Governor here & that Caffais has gone to Lisbon - We crossed July 19th 1848 - 88

I shall still keep the Sec account while the Captain - At noon the Pilot came on board again. Got under way again & drove into the harbour - off a quarter of one came to anchor abreast the Custom House. Received visits from the Custom House, port & one of the Messengers. At half past one Capt P & I went on shore. As soon as we landed we were accosted by a sailor in behalf of himself & five shipmates who represented themselves to have belonged to the American Brig Magorum of New York. He said they shipped in Rio Janeiro as they thought on a legitimate

voyage, to bring a Cargo out to Agoria & if another was
not to be procured to return in Fallast, that the Captain
sold & landed Muskets guns & Powder (all of which are
prohibited) that he sold them to the natives who sold them
against the authorities; that the authorities (Governor or
who I know not) seized the vessel & sent her to Moyambie
where she arrived early last December. That they have
decreed condemning her here, here within a few days
ago when they turned them all out of the vessel to shift
for themselves destitute & penniless. Captain Peabody
told them he thought there was a hard case but he
could not take all of them (they wished to be carried
to Zanzibar) but that he would in consideration of their
circumstances take three of them but no more.
We then left them & went towards the Palace on
the way to Sen^r Agosta's house. At the entrance of
the Palace met Sen^r Agosta who told us we had
better go up & see the Governor. So we went up &
paid our respects. He is not the same one who was
here before, but could speak English quite as well.
He seemed anxious to hear the news from Europe &
requested us to send him some newspapers & him
which we promise to do - On leaving the Governor
we went to Sen Agosta's house - About the
first thing he asked was whether our papers
(manifest) was signed by the Portuguese Consul

on not. I told him they were not. Then says he you
cannot ~~not~~ do any thing here. I asked how it was that
the Lewis was enabled to transact business here. He said
she came from Salem where there is no Consul but got
clearance from Boston where there is one - He said that
the Lewis came here eight days before she was permitted
to land anything & did not do a greater deal after all.
He showed me her account current to prove it. It
amounted to \$2000 dollars only. She had tobacco
head, blow, globe-lanterns, tools, cigars, clocks & a few
other small articles & was obliged to insure the full amt.
then sales in Ivory @ 32 dollars per anobe. That she sailed
from here 8 days since bound to Madagascar &
from there to Zanzibar Muscat & Bombay - The
Baque then has also been here & is coming again
next month. Arconste says there is plenty of Ivory
here & is worth \$32. I saw a fine lot of sea horse teeth
in his house he says cost \$20 per anobe. It was the
most beautiful lot I've seen this long while, some
of the teeth would weigh 5 or 6 pounds. Doubloons
are worth \$16 Mexican & Johannes \$9.00. The ivory
we have ~~is~~ would sell well with a prospect of ivory
investment in Ivory which makes it all the more
aggravating. Arconste says that he told the
Pilot when he came off to ask to see us to come
on shore in our boat with the papers & if they

very right well & good; if not the Consul, let me see
again & dance out to sea. But the Pilot told us
nothing of the kind & on being asked, why he did not
say he forgot it. Now I believe he (the Pilot) either
knew about it or they did not tell him any thing
about it or he wanted to secure the pilotage & so
neglected to tell us purposely. Which it is I know not.
But I am not ~~so~~ ^{so} satisfied & I intend to ask the
Governor himself personally, when I carry him the
papers in the morning. Two things, first whether there
is, or is not a Consul at Providence R.I. If there
is not why did they refuse entrance to Capt Hooper
of the Montgomery in 1845 on account of his papers not
being signed by a Consul when they admit a vessel from
Spain. When there is no Consul. Secondly whether it
be absolutely necessary that the papers should be
signed by a Consul. If so, well & good, if not, I
will get an ~~order~~ ^{permission} from him to trace & then see what
Mr. August will say for himself. After leaving
him we came on board again. It ~~was~~ ^{is} he with two
others came on board & stayed an hour or so.

Raffaele has gone to Lisbon, so of course nothing
can be done about the settlement of his note.

Wednesday Evening

This morning at half past eight Capt & I went on
shore. Capt. Stayer below while I went up to the

The Governor - I saw him & gave him the papers and
then asked him if it was necessary to have the signature
of a Portuguese Consul to our Manifesto before we could
land our goods. He said it was; that his orders to
that effect were very strict & that if any one violated him
would give permission to land without it he should disgrace
& discharge him "immediately". I then asked how it
would be if the vessel came from a place where there
was no Portuguese Consul. He said when such a thing
occurs if the Captain enters a protest that he requires
repairs; & if the goods were much wanted, he (the Gov^{ty})
has in a few instances called a Council & with their
assent granted permission to trade. But would do it
under no other circumstances without the signature -
He did not know how many Portuguese Consuls there
were in the United States but thought there might be
two Consuls & perhaps two or three Vice Consuls - He did
not know whether there was a Consul in Providence or
not. As my questions were all answered I had nothing
to say, so took my leave - We then went to Mr^r
Mazou's house & breakfasted - After breakfast
went to the Custom House & cleared out. This was
done as follows - Capt Peabody could not speak
Portuguese further than *bona* & *but* a very little, but as
the Collector Miguel C. Pinto had seen me talking
with the Baia's in the Language of Zambora

He called one of his clerks & told him what he wanted
in Portuguese, the clerk told me in Portuguese & I told
Captain Peabody in English, rather a round about way
but we got along admirably - After the papers were
made out I had quite a conversation with Gen^l Pinto
through the clerk - He inquired about Capt Bates &
asked if he was coming out again - I told him he was
not. He said Capt. Jackson told him he was coming
in two or three months - I said if so I knew nothing
about it. He asked me if the Pilot told us he ~~was~~
come ashore from the outer anchorage & not being the
 vessel in the run papers had been approved - I said
he did not mention it - He then told me he had
spoken to Gen^l August about it & advised him
to warn us, so that matter is cleared up & the Pilot
is the one to be blamed whether for carelessness forgetfulness
or wilfulness I cannot say, but think the latter was
the true reason - Gen^l Pinto also told me that
the Pan & Lewis did not buy very little business here,
this again confirms August's account.

I had talk with several of the Brazilians. They
tell me that there is plenty of coffee in Santos for selling
for \$4.50 bag & bag - that Ivory is worth \$36 @ \$37
per cwt. & cloves \$2.50. Cottons are selling for \$2.12¹/₂
& \$1.50 - Powder \$4.00 & Ammunition \$25.
They say Capt Hamilton is well but as not known

about the other residents, Jeremy has gone to Catch &
Ladda, has the Custom House now - The King is well.
When matters were settled at the Custom House, Holt & I
took a walk through the town but soon got tired &
it & returned - Took dinner at Mr August's & then came
on board - In the morning Mr August & several others
with the Guarimores & two Pilots came on board to bid
us good bye & partake of our first breakfast. Hove short
& loosed the anchor yards up but the wind was
blowing in from seaward & we could not get out
Packed out the chain again & the Company went ashore.
Took dinner on board - After dinner went on shore &
dined with Mr August & settled the accounts with
him. August tells me that to make a good trade
here we must make out a manifest with such
articles only as it will not be proper for this
market, or if the other goods are manifested (not
more than half of the true quantity) should be
named. Let this manifest attested by the Portuguese
Consul come here & smuggle the goods ashore, & then
mince whether they are contraband or not.

After dinner came on board & have been engaged
this evening writing letters for Father -
Friday Morning. Comes in very pleasantly with a
good breeze from North West. At 1 PM, a pilot
came on board, began heaving up - An Castle now

The Custom & Trade Boarding officer (Maddamore) paid his
visit & gave up the Register & Ship's roll - Arrived at
& San Jacinto also came on board. At 8 The Sea Breeze
let in, beat out of the harbour, after passing the Fort
all the ~~the~~ boats left us - at 10.30 The Pilot left vicinity
of Georges Island. The day ends very pleasantly.

Monday 23rd July 1848 - 92.

Here we are three months from home & the voyage
just begins - Have had fine breezes today & clear
pleasant weather - Lat $11^{\circ} 50'$ South Long $41^{\circ} 48'$ E -

Monday noon our Lat by obs was $8^{\circ} 39'$ S Long $40^{\circ} 17'$
At 4 got a sight (which gave the longitude the
same as the morning one) a low range being
made for the run. Had a fine breeze through
the night all standing sails set. At 8 AM jays
ourselves of the run in the latitude of the southern
end of Montserrat. Thought we must have passed
within six or seven miles of it about 11 o'clock but
saw nothing of it though it was clear & dark
but a little haze about the horizon. At 1 PM
judging ourselves clear of Montserrat, hauled up
at 1 PM to clear Latham's Island. Stay
on that course till daylight. When light enough
to distinguish objects clearly saw a small, steady
sailing about 10 PM. Mid he took to be
John Pomeroy, some few had the least doubt
but that it was so. We saw on this about ten

o'clock expecting to see Zangibar Island, under the lee
every moment. But observing no signs of land there I mentioned
to Capt P the propriety of taking sight of the Sun for the
purpose of ascertaining our whereabouts. He seemed to think
it would be of no use as he should soon see the land
under the lee. However I told him that if he would
note the time by Chronometer I would take the alt
& work them up - He did so. On working them out by
Sumner's Method & projecting them on the Chart found
the we were outside of Zangibar & that we must have
had a very strong North Easterly Current, (remembering the
current was North Westerly) I told Capt P my opinion but
at first he almost laughed at the idea & said it was
impossible. I told him if we were not where I said we
were then could be no faith placed in figures. So
we hauled on the wire & soon after I saw the island
on the North Eastern part of Zangibar. It was the
northern end of the island - bore about, South by East
3 miles. So that we have made 2 or miles difference
of Latitude & 1 or 2 degrees of Long East & West during
the last 24 hours - It now I saw a Maling Barque
coming out from Z. She came to anchor off the North
end of the island - All the afternoon (Wednesday)
sea was out. We have a fresh breeze from S. E.
a fair trade breeze over tomorrow the main land or
at Anamoon came to anchor about three miles

from the Canal in 12 fathoms water with 45 ft
chain (Monday) Bottom — The Town bearing S.W. by E.
Next Morning at daylight got under way with a fair
breeze from the N.W. & the Southward till
clear of all the shoals then set off for Chumby, ran
by it & in tomorrow the anchorage; about noon came
to anchor off the town — Took dinner on board —
After dinner went ashore alone & called on Mr. Wad,
& Mr. Fabens. Fabens not very well. Afterwards went
in to Capt. Hamentons — found him layed up with a
feverish fit. Was a decision by him to give up my business
in preference to Capt. Hassan or any one else —
Afterwards called on Jeraun, found him at home
and ready to do anything for me. I had previously
learned that Cottons especially the maroon were in
great demand & Powder also — & that Lory was
plentiful & cheap abundant — So I told Jeraun I
wished to obtain a Contract for my Cottons — He then
called in Loham & he drew up a Contract — the
substance of which was as follows: Loham agreed to take
all the Cottons on 5½ months time & pay for them in
Lory & Gunpowder to be delivered in four months if
required interest being allowed for ½ mo's — While
drawing up the agreement a vessel came in sight
& Loham wished to know what everything that was
known what she was but was not allowed

to do so. I signed a paper agreeing to deliver the
Cottons if a Sample of Cobas to be given by him the
next day. Further on - The Charge on Customs was to
be paid in money - to the Sample given by him
Next Morning I saw the Sample & accepted it & the
next day began discharging - There was a number of
other articles amounting to about \$2000 -

I find that there is a great quantity of Ivory already here
& more coming. It is worth now \$35 for the Soft & \$32
for the hard. There have been a lot given to make this
difference in the prices is owing to sell the hard Ivory which
has been refused by the Whites heretofore - Cobas is worth
from \$5 to $5\frac{1}{4}$ for the Airt & \$0.50 for the Seabed. There
are no bones in the Market now as the Season has not
quite arrived for them but they will probably be worth \$3.00.

The Eliza was the only American vessel lying here at the
time & very fortunately for us none were expected as all
of Shepard & Bentons' vessels were either to the Northward
or on the way home. I accepted the offer & she was at Majunga
After making all the sales & business I intended to do
in Ivory averaging \$70 1/2 lbs I took for a beautiful lot it
is too - I find Mr Ford a pleasant & reliable man in company
& have been treated very politely by him during my stay but
I find that the natives do like him very much & I think
from what I gather from them he would find it
difficult to procure cargoes for his vessel if there was

another house established there - They say he is watching
them continually & has spies at the Custom House all the
time taking account of all the imports & - He & Capt
Hamerton have had a falling out & have no communication
with one another - William Marks is here living with Capt
Hassan & intends to stay till he can get an opportunity
to go to Otago where he means to try to get his
mule & return to Salem with him - When Marks first
arrived in Z - Tom Ward requested him to say nothing
to the natives about any other vessels' coming out ~~or~~
not to interfere in any with their business, this was the least
that Marks could have done. But instead of that he
spread reports about town that the Lewis was coming
in very soon & that his mule Palmer was about
buying another vessel to send out &c &c - This of
course did not suit them so they are all dead set against
him & no one takes any notice of him but Capt Hamerton.
The day before we left there B. Spain called on Mr. W.
Ward & Mr. Ward asked him about my business &
inquired if I returned in B. Ward whether I had moved,
declined me the goods. I told him, he would which
made Ward quite matters. I. from says, though he knows
nothing of it to me in the evening -

Saturday Morning August 5th 1848
Having closed all my business & invested a part of
my funds & all being ready we got under way

with a Mourate Westaly voice & then down towards
M'long. Passed it about 1/2 past 7 AM & at noon
were abreast the northern end of the island of Zanzibar.

Sunday 6th August 1846

At 4 PM Zanzibar is light from aloft & Zanzibar
island just visible from the deck. Through the night
fine breeze & pleasant weather. Morning in land is light.
Sailed ourselves at noon in Lat $3^{\circ} 09' S$ & Long $41^{\circ} 47' E$.
Experienced a North Easterly Current 30 miles.

As here we are once more on our winding way
towards Aden where I hope to dispose of the
Mamian of the Cargo & return to Zanzibar & taking
in the proceeds of the sales of the Cotton & Powder leave
then in 3 1/2 months from the time of first arriving there.
The Eliza sailed for home the first of August.

Thursday evening 6th August at 8 PM Passed Cape
Marafrui. The Course & dist between the north end
of Zanzibar (our position last Saturday noon) &
Cape Marafrui is 1270 This distance we accomplished
in 12 hours which gives an average of 10 knots per
hour for every hour since we left the north end
of Zanzibar -

Friday the land & especially warm weather with
light airs from all points of the compass -

At noon we had Cape Felix bearing $E \frac{1}{2} S$
distance about 8 miles

Friday evening one of the crew was taken with
the cramp in the stomach very violently. He appeared
to suffer immensely. Sometimes it came on so
painfully that he loosed loose his senses entirely &
it was with the greatest difficulty that three men
could prevent his jumping overboard, on injuring
himself in some way or other. Capt. gave him
a strong emetic which finally relieved him.

Saturday came in warm & pleasant with
a dew falling through out the day -
At about 3 in the morning a heavy steam struck us
from off the land without having given us the
least warning. Not a word could be seen at the time.
We were obliged to douse everything & double up
the topsails. This lasted but a short time however
& soon all sail was made again. Very fortunately
in as all hands were on deck at the time &
the night was very pleasant being moonlight. There
we must have lost some of our chart.

Day was warm & pleasant - Have experienced a
strong westerly current there twenty four hours.

Sunday August 13th 1846

Though this day we have light air from
all about the compass with warm weather.
At noon burnt Island bore by compass S by E
& distant about 6 miles. Then 89° in the lower

Lat by Obs $14^{\circ}17'N$ & Long $47^{\circ}18'E$

Monday 14th August 1848

Most of this day we had very light winds & pleasant weather. Steering to the North Westward all day: at noon found that we had had a Westerly Current.

Tuesday 15th August.

About noon saw land ahead very low. Found that though we had been steering two points to windward of Cape Aden all day we had still fallen to leeward of it. At 11 o'clock took off the bar 85°

Wednesday 16th August.

Began with fine breeze from the South Westward with very pleasant weather. Steaming N. towards the Cape. At 1 PM Made Cape Aden, bearing WSW. At 3 The Shipping in Back Bay in sight over the land. For an hour or so after sundown we had light baffling airs with lightning in the North East.

About half past 7 as we were all on deck wondering when we should get in sight we suddenly heard a distant rushing sound, which quickly grew more distinct. We thought it might be a steamer as the sound much resembled that made by a boat's paddles. However to make sure Capt P had the Royal & the gallant sail hoisted & the preparations made for a signal. And sure enough in a few moments it came.

Towing like a Poteract. The air was full of fine
sand rendering it impossible to look to windward.
This lasted about a quarter of an hour & then cleared
off as before - At 2 AM the wind hauled to the
South West & blew a perfect gale. Took in everything
but double reefed topsails & fore & mainstays, sails &
spinnaker - Went to the Eastward. Toward daylight
wind moderating made sail & stood in towards
the anchorage - At 7.30 came to anchor off the
town in Back Bay in 2 1/2 fathoms water - Found
the Cherokee lying at anchor there -

After breakfast Capt & I went on shore, & called on
Muniraji Sorahji to whom I had a letter of introduction
from Mr. Davis -

Monday September 3^d 1848 - 10 days
I did not find time to write up the journal in
Aden nor have I written in it since leaving
there so I don't think it worth my while to put
down anything about it here as I have written
notes on the Commerce & Trade of Aden &c in
another book - On the Morning of the 24th of
August all things being ready we began
beating out of the harbour - At noon we were
out all clear & going along nicely with the wind
at South West. Passed Cape Guardafui on
the 27th. For two or three days we had very

Strong breeze & hazy weather since from South to S.W.
After that the wind moderated & finally he had all
sailed - The wind has been very steady for several
days past from S.W. - For the last three days they
have either been a strong South Easterly Current or
else have not marked her motion -

We are now bound to Guaymas where there he may
arrive by the 25th inst - Lat today $4^{\circ}22'N$ & Long $105^{\circ}50'E$.

Sunday September 10th 1848 17 days out
Another week of our passage has slipped by without
anything very remarkable having happened in the
interval. On Wednesday we saw a small Hermaphrodite
Bird steering to the North Eastward - Squally with rain
at intervals through the day - No observation for Lat -
Next day we found that we had been Current
80 miles to the North Eastward - During the squalls
on Thursday the wind was variable sometimes North.
Previous to that the wind had been very steady
at S.W. On Friday we exchanged colors with
a large English Ship steering East probably bound
through the Equatorial Channel. At noon of that
day our latitude was 5 miles North.

Forming ourselves by the observations much further
West than we expected the which led us to
conclude that there had been some error in
the previous days calculations. But perhaps they

More both correct after all as I see. Horsburgh
mentions a strong current setting Westward through
the Equatorial Channel in the Month of September.
Today we find ourselves in $1^{\circ}30'N$ & $71^{\circ}05'E$
& that we have been a current to day & yesterday
setting North 56 miles in the 48 hours —

To day for a short time the wind has been a
little backing in it for the first time since we
left Docotra. We have a prospect now of making
a long passage. However this will not lengthen
the voyage any so it does not matter much —

Sunday 17th September 1848 24th day
On Monday of this week we had unsettled & squally weather
with Westerly & South Westerly winds — On Tuesday we
took the South East Trades at about 11 AM. Had a
Northerly current for three days — Most of this week since
taking the trades we have had fresh breezes & squally
weather with rain. The wind in the squalls inclining
as far as East — On Friday & Saturday we had
noble runs. But to day the wind has been very
westerly & the squalls quite frequent.

Latitude at noon $S. 24^{\circ}$ & Long. $51^{\circ}06'E$.
While reading one of the late London Papers
the "Home News" of July 24th 1848 I saw the names
of Norton & as it is the first time I ever saw the
names except in our own family it struck me

I would just note it down - His name is Rev.
James Alexander Oreston who is the Principal of a Collegiate
School in Harwell, Maryland. He has the Degree of
Doctor of Divinity at the University of Oxford & has for 12
Years served as a Curate at Harwell.

Sunday 24th September 1848 30 days from
Amen arrived at Sangitan - Took them all by surprise
here as they did not expect us till December at least -
Found the Baque Star laying here nearly ready
for sea - Wrote a letter for D - One for Henry & Mary
Ann & sent two to Father - The Emily Wilder not yet
arrived. Anna things in a very promising condition -
John tells me he has every thing ready for us which
we are to take early in next week as soon as the wind
has all left - Sunday 1st Oct - Mr. Stann has been
trying hard the past week to prevent John from delivering
on the goods before the time of the Contract - Los Angeles
has not met with the success in his landable undertaking
The King refused to interfere in his behalf & James
would have nothing to do with him in relation to it.
If everything goes off as John promises I see nothing to
prevent your sailing for home the 1st of November -
John's India from here is a down fall in which the
"Good Luck" the 27th will go for Bombay & Cochin - The
last large ships are now at Wharf ready for sea -
The Star sails for home the 28th - Two days

before the meat down to Montgomery & filled up her water
& took in 1000 barrels of cloves for same days for \$3.00
the market price being now \$2.50 - There has been a
great bustle at the Custom house that week on account of
the Portage & other northern goods shipping their goods &
freight which they always put off till the last moment.
As the mail has been very misty the past week there
seems a probability of the monsoons changing earlier than
usual this year in which case the goods men have very
long passages ahead & some of them may be obliged to
put back again - Mr. Dolson sailed on the 27th in
a small Portuguese Schooner for Bombay - She being
a very dull sailer & has no sail on at all there is
a great chance if she ever reaches there - She loads
for large direct Calcutta for an export - The bulk of the
common fine wool is now here for our wool, mangles,
wool & fine cloth - The English Brig Arrows
now lying here brought out a passenger by the name
of Leslie to settle the accounts of & close up the firm
of Robert Rogers & Co. - His Mr. Leslie it seems quarreled
with the Captain of the Brig Walker & made representations
to Capt. Harcourt which induced him to turn Capt.
Walker out of the vessel & place a young fellow by
the name of Henderson in his stead - His
Honor is a regular young fellow & the
night before last in a drunken frolic was

At last I'm in a Regt. Powder in his house, which I saw
at the whole side of the house but fortunately injured
no one. He then broke into one of the head powder houses
& abused him pretty severely - A fair specimen of Englishness.
There is a French Palace Brig here from Marseilles
with French Bunkers on board he is bound here to
Suez not having done much here - Yesterday the other
Brig, Lige arrived 41 days from Muscat -

Mr. Wm. tells me that the King intends to send a
vessel to the United States this year in which case the
year after her return to Zanzibar will be likely to be a
very dull one as she will bring a very large supply of
Cottons & sell them at unusually low prices for 12 months
next (which will destroy all profit of the article for some
time after) - Friday October 3rd 1840

Found that John was not ready to begin the delivery
on Monday Morning as he promised to be but agreed to begin
delivering on the Monday following without fail - I hope
that his promises may not bear too close a resemblance to
his words; more only to be broken. On Sunday afternoon I
dined at Capt. Hamerton's who by the way has perfectly
recovered - Yesterday afternoon Mr. Price & Mr. (Mr.) Muller
came on board to tea & spent the evening with us.

I then came for the first time the season of
Capt. Hamerton's great dislike to the American Consul
residing here - His hatred began towards Mr. Waters
NB Mr. Waters is the American Consul here.

Before the meat comes to Wharf & fill it up her water
& both in 1000 barrels of cloves but Isaac says for \$3.00
the Market Price being now \$2.50 - There has been a
great bustle at the Custom House that week on account of
the Portage & other northern Dows shipping their goods &
freight which they always put off till the last moment.
As the mail has been very misty the past week there
seems a probability of the Monsoons changing earlier than
usual this year in which case the Dows men have very
long passages ahead of them & they may be obliged to
put back again - Mr Dollan sailed the 27th in
a small Portuguese Schooner for Bombay - He being
a very dull sailor & has no sailor at all there is
a great chance if he ever reaches there - He had
Mr Angus direct Calcutta for an escort - The bulk of the
common fire arms in use here for our troops, muzzles,
bay & gun barrels - The English Brig Arrows
now lying here brought out a passenger by the name
of Leslie to settle the accounts of & close up the firm
of Robert Poyan & Co. His Mr Leslie it seems quarrelled
with the Captain of the Brig Walker & made representations
to Capt Hamilton which induced him to turn Capt
Walker out of the vessel & place a young fellow by
the name of Henderson in his stead - This
Henderson is a regular young fellow & the
night before last in a drunken frolic was seen

At last I'm to a Regt. Powder in his house. When I went
at the whole side of the house but fortunately injured
no one. He then took into one of the lead powder houses
& abused him pretty heavily - A fair specimen of Englishness.
There is a French Pelace Brig here from Marseilles
with French Powder on board he is bound here to
Suez not having done much here - Yesterday the other
Brig, Lige arrived 41 days from Muscat -

Mr. Wards tells me that the King intends to send a
Vessel to the United States this year in which case the
year after her return to Zanzibar will be likely to be a
very dull one as she will bring a very large supply of
Cottons & sell them at unusually low prices for 12 months
next which will destroy all profit of the article for some
time after - Friday October 3rd 1848

I found that Loham was not ready to begin the delivery
on Monday Morning as he promised to be but agreed to begin
delivery on the Monday following without fail - I hope
that his promises may not bear too close a resemblance to
his Cunts; More only to be broken. On Sunday afternoon I
took dinner at Capt. Hammett's who by the way has perfectly
recovered - Yesterday afternoon Mr. Wards & Mr. W. Muller
came on board to tea & spent the evening with us.
I then learned for the first time the reason of
Capt. Hammett's great dislike to the American Consul's
residence here - His hatred began towards Mr. Wates
NB Mr. Wates was the first American Consul here.

& Mr. Andrus how & as there for for they no longer
visit one another & had any communication with
each other. It seems in the first place that Capt. A.
as a representative of Her Majesty's Government claims
all the Bamians & Hindous residents here as British
Subjects & subject to British Laws & British Protection.

When Mr. Ward first came to Jauzihon Capt. A.
requested him in case of any trouble with the Native
tribes here to call on him for advice as he was much
better acquainted with the manners of the people &
knew better than any one how to treat them; that
he was well acquainted with all their tricks & in
fact knew all about them. Mr. Ward says that he
neither replied yes or no to it.

Just before Mr. Waters
left Jauzihon an Order by the name of Callam failed
owing him some \$3000 & also owing Mr. Tubens an
considerable sum & Capt. Bates also. - besides a large
amount to the natives (Mr. Tubens by making
application early got most of his debt & Capt. Bates also. -
But Mr. Waters was unable to get but 50% of the debt
when he left. He then the business inc. Mr. Ward's hands
to settle. Mr. Ward, called on the King & asked
him whether the Merchants residing here were his
Subjects & whether they were the Subjects of Her
Majesty. The King replied that they were his
Subjects. Of course then my business says with you

Highness & sat with Capt Hamilton. He then stated his
business & requested the King to advise him in obtaining his
rights. The King said you will of course get your fair
proportion & you might not expect more. Mr Vance said
that was all he wished for, but affirmed that there had
been a gross deal of cheating going on in relation to this
affair & consequently ~~the~~ it. The King fired up at this
statement & declared that if Mr Vance proved honest
& single instance of fraud he would oblige the persons
so convicted to pay double the amount of his debt. Mr
Vance then took Calpurns books & with Malley's assistance
overhauled them & found the firm to be possessed of
Advance of \$6000 more than was accounted for on the
books satisfactorily & that if according to the business
was settled up the whole debt might be paid off & a balance
left besides. This he represented to the King at
the same time reminding him of his promise both before
to the detection of fraud. But the (Café) da King had
entirely forgotten it & was much surprised at such a
thing being announced to him. Finally after a great
deal of haggling & hawking they agreed to a settlement by
Mr Vance receiving 20 per cent more making 70 per cent. &
then signing a receipt in full. This the King paid
himself, but no doubt got the full value of it
from Calpurn in some way or other as usual
with him either by seizing his treasures or some other
way.

While this business was being adjusted which it took
15 months to effect Capt Hamerton was throwing all
impediments in the way to prevent a final settlement.

Some time after this the King's ship arrived from
England, with 500 Bales of Cottons besides Muskets
Trap wire & other things. The King on a certain
day assembled all the Dealers & Merchants together &
told them that he had such & such things for Sale
which amounted almost to an order that they should
buy them & so got a good price for the goods the
King caused them to agree to take them at one
price this price to be fixed by himself - They then
agreed among themselves how much each would
take. When the greater part was engaged the King sent
the balance to this same Calpurn of course was
known of well known doubtful character. But this method
not to the King as the price of the Cottons was fixed
by the same the Calpurn - When the time for
payment came round Calpurn was not able to
pay a Cent & burst up & then to Cap the Plains
the King sent a request to Captain Hamerton
that he would use his authority & have this same
Calpurn put into the Fort -

Now this is the reason why the English & American
Causes cannot agree. The American Consuls will
not acknowledge the Brindos & Brains as

English Subject. When the British Consul claims them
as such - Now Mr Ward declares that by the English
law no British Subject breeding or trading in Slaves can
claim protection from the English Government & even in
case of his death the English have nothing whatever to do
with him - Mr Ward mentioned that to Capt R. one day
he replied "Mr Ward! it is not best to agitate this
Slave question in Zanzibar as the natives do not
understand it" - So that in fact Capt Lawrence
is virtually King of Zanzibar for the King of Zanzibar
actually trembles for fear of displeasing him but he
bring down of the vengeance of the English Government
on him for they have paid no attention to his
remonstrances, which he has sent home to the English Gov^{mt}
but place all reliance in Capt Lawrence's management -

October 8th Sunday -

This week has passed off without any remarkable occurrences
On Friday evening the Capt & I Supper with Mr Ward & heard from
him a wonderful fairytale story about beautiful boys being changed
into deformed hunch backs & pretty girls into talking geese &
such nonsense. Such an instance of puerility in a grown person
I've not met with that some time. No doubt he thought he
amused us mightily for he told the story with great gusto
but we were almost choking with suppressed laughter
throughout its narration. Saturday the Taje sailed
for Bombay. On Friday last the mate of the

English Brig Arrow returned to Jamaica after an
unsuccessful attempt to find the Slave of Latham
in harbor of Havana - It is supposed that the Capt
of the Don was asked by the King to be unsuccessful
as the King now claims the Slave for his own tho'
some time since he gave it to the Lord of Port Cogan
LC. He heard on Saturday from a Don just in
from the Antward that there ~~was~~ ^{had been} a square rigged
vessel ashore on the island of Monfear, but that she
had got off again. He describes her as being a Black
Brig & it was probably the Brig Lady Jocelyn hence
some three weeks since with a drunken Captain bound
to London -

Monday October 9th 1848

Began taking the Copal. Found equal to the
sample but no better - had 35 bags at work
& garbled out 98 lbs - Next day garbled 117
Copal a little better 40 bags at work -

Next day cleaned 130 lbs Copal very good
but refused 16 bags as not being equal to the
sample - 12th So day have garbled 144
lbs. Copal & all that, large & of fine quality - have
thrown out but 1 bag & that was entirely bad
Copal - Since that we get out on an average
12 Bags of good Copal in a day garbling -
There is about 3 barrels of good Copal & 14

Box of fine & dust on an average to each bag -
I have complained at first that we did not
gather fast enough but is satisfied now -
150 lbs is as much as it is possible to gather in a
day & as justice to it -

The commence weighing at about a quarter to half
past four & it takes this dark to get the Cohae
on board - The bags hold on average two panellas
of gathered Cohae -

13th Have gathered 127 panellas of Cohae of excellent
quality & large size - Have not refused a single
bag today - Got out 10 Bags of cockles - These have
got at least 150 lbs but were obliged to leave off
thrice on account of the rain -

14th Rather a small day's work though the
Cohae was of a very good quality. Have finished
722 lbs this week in 365 bags - Shall try to
get 900 next week -

15th Sunday. Pleasant day - Captain P.
went down to De la Sane's Chalet with Capt Anderson
son & Mr Gravel - I remained on board for
4th then called for Mr Mullen & took a
walk with him round by the Hare
Orchard &c. - Good dinner at Capt Hamilton's -

Monday 18th October

Warm pleasant day - At work gathering

Copae - It continues to come in & sell at
quality & price low taken 122 ps -
The French before Big Salers to say for ideas
to touch at all the ports on the way along the
Coast. She has not done much here as her
Cargo was not fit for the Market -

Tuesday 17th 1848

Took 130 ps of Copae in O. Bags, quality good,
but size less than just received. - Ipan tells me
that Capt Jackson has engaged his goods on six
months time - with the liberty to take them in four
months & pay interest for two months if he wishes to at the
rate of 9% per ann - the following goods 28 or 30 ps Copae
@ 5.50 - 100 ps Lory (probably the same as Minis) &
70 ps of Plowd @ 3.00 - Took tea &
spent the evening at Mr. W. W. W. -

October 18th

Took of Ipan 123 Td today, good Copae
The King's new ship arrived 28 days
from Bombay - The Artemide

October 19th

Recca, 130 ps Copae, very small size
of it quality nothing extra -
Capt Hamilton has a nephew living with
him now named Ithier, come from Bombay.
He is a ~~very~~ ~~good~~ ~~man~~

This Morning I called on Mr Warden - Speaking
about the Emily Wilder & he said that it was
too bad that we should get away from here before
she died - He said that I should, but he will
tell the same thing another way, for he would
make Lohan ~~enter~~ into an engagement that
he would not deliver any of his goods before the
time of his contract was up or else he would not
sell him his goods at all - I asked what there
was unfair about it - He said that it was throwing
all the risk on him, for in case Lohan should
die after delivering his own goods, he would be
the only loser & he thought one ought to share
the risk alike - I said to him - "It is no more
than you would do yourself if you were placed
in my circumstances, is it?" He said "no" that
he was ready to take every advantage for himself
that lay in his way - He says, My son will set away
before the Wilder gets here - I say, that is just
what I want to do - As long as he keeps pleasant
about it, I shall; but if he begins to threaten,
he will hear more from me than his wife &
I shall be pleased to hear from him & am mistaken -

Oct 20th

Took 124 lbs today - Lohan (middling quality) big
donals - Pasting qualls during the forenoon with
rain -

Oct 21st Clear, Temp 130° - Took tea at Mr Ward's. Great quantities flour & Oats landing from Bulwer & Lamoroux's vicinity.

Oct 22nd Boring in the Morning afternoon very pleasant. Took dinner at Mr Ward's. In the afternoon the English Sloop of War Cyclops arrived. Cast from Johannes, Mauritius & the Cape. Coming up from Mtong she grounded on the shore & lay a long while. She got her off during the night & came to anchor off the Palace at Mtong. Next afternoon she got under way. Came up to town fired a Salute of 21 guns which was returned by the Artillery.

Oct 23rd Look 130° of pretty good weather. Today no new arrivals or departures.

Oct 24th Look 128° of fair weather. Boring during the forenoon & part of the afternoon.

No boats yet on board "H.M.S. Cyclops". Capt Hamerton boarded the Cyclops this afternoon officially & received a Salute of nine guns.

Oct 25 Clear 134° as there was not room for it in board, concluded to put it in Francis Goddows. Took tea at Mr Ward's.

Oct 26th Weighed all the cloves & shipped
285 lbs of them left the rest to be sent on board
tomorrow - Weighed the balance of the
cocoa 127 lbs. Floured it with yesterday's
The Man of War - Sailed today - The
Prospectors are very troublesome (1) Landed
no patients to write more

Oct 27th Shipped the balance of the cloves & Cocoa
Weighed the Groceries on Saturday & settled up the acct
with John just before sundown Paid the balance due
him & took his receipt - Spent Sunday on board, in the
afternoon took a walk with Capt. P. & Mr. W. Muller -
afterwards ten at Mr. Ward's - Monday Morning bought one
more book of Ivory - got Capt's signature to bills of lading for
all on board - Left a copy of book bills as had not been
sent home before - At 1.30 We dropped anchor of the other
vessels & got under way & began beating our way towards
Shumby. Mr. Ward & Mr. W. Muller on board with us -
just after sundown came to anchor off Shumby - passed
the Isles - Next morning got under way as soon as
light breeze & began another day's beating - Captain
Keabony very busy working ship & at work making
out my accounts -

Sunday 5th November 1848 5 days out of the Thimby
Here we are at 1st again with beautiful weather
& moderate breezes from the Eastward & strong & heavy
settling to the North Westward; making slow
progress towards our native land. However we have
made us start & that is something gained & I have
never at any time to be perfectly content let what may
happen & whether our passage is long or short I shall
try to be satisfied with things as they are & not make
myself uncomfortable by longing for things which are
not. I trust the passage may be short & pleasant &
that on our arrival we may find our friends all
well is my sincere wish. I have had the wind
the last 2 or 3 days from ESE to SE about 5 or 6 knots
breeze. Current N by W 5 or 6 miles per day.

Sunday Nov^r 12th 1848 12 days out.

For the last week we have had very fine clear mild
& pleasant weather with good breezes in the early part
from the South Eastward yesterday & today from the
Northward. Linda ourselves this day in Latitude
14° 54' South & Longitude 42° 14' E. On Sunday
we were brought up a little of seven beautiful birds.

^{my} From ^{the} Fetus

"I did not make myself for Man my love
I am no angel ~~in~~ in the lap of light,
Nor fear on (Milk) immortals of the stars,
Nor golden fruit grown in the summer, suns.
How am I answerable for my heart?
It is my Master, & is free with me,
As fixed with fate, even as a star which moves,
Yet moves only on a certain course,
In certain move;— its liberties are laws,
Its laws tyrannic; I cannot hinder it,
It cannot hinder God. All that we do
Or bear is settled from eternity;
Thereof is no beginning, middle, nor end.
To act, is ours; quite sure, whatever we do,
Whether it be for our own good or ill,
Or others' ill or good, it is for God's
Glorious, — the same & always; it is ordered.
The soul is but an organ, & it hath
No power of good & evil in itself,
More than the eye hath power of light or dark.
God settled it for good; & evil is
Good in another way we are not skilled in.
The good we do is ^{God's} own good will, —
The ill, of His own setting

Sunday November 26th 1848

26th day out

Since writing the last we have sailed 2200 Miles & from being to the Northward of Ojamaquin we find ourselves in the South East Trades a quarter of the way from the Cape to St Helena. From the date of last writing to the present time we have had a continuation of fair wind almost without cessation. On the 19th inst we had squally looking weather, but this did not amount to any thing. This was the first appearance of any thing looking like squalls since leaving San Juan.

On the 20th we had a glorious run the course being N by W & the wind N.E. towards Midnight the breeze freshened so that we run eleven knots fair for several hours with all standing sails set. & though for the four first hours we went but six knots per hour still we ran by log 220 miles & had 20 miles of favorable current besides. On the 21st we came up with & passed a Barge in short time, beating her at the rate of two knots per hour. On the 22nd on account of a strong South Westery Current we made the land without intending to near the River Teiskammas.

The next day had a grand run, made by log 216 miles & had a current setting West 55 miles. Made a course $S 71\frac{1}{2}^{\circ} W 27$ miles. Made $5^{\circ} 21'$ diff. Long. Passed a Dutch Barge as though she had been at anchor. On ~~Saturday~~ Friday 24th we

distance of Long 217 miles. Passed the Cape of Good Hope
24 days from Zanzibar. Both yesterday & today the
wind, has been very steadily at South by East & has been
quite fresh. Have sailed by by in both days 2421 miles.
Have sailed in the last seven days including today 1321 miles.
By Log & both the current measure 1500 miles.

Latitude by Obs $30^{\circ}15'$ South Long $11^{\circ}17'$ East.

December 3rd 1848 33 days out

Though the wind has been rather very moderate & varies
from South East to South West & cloudy weather. Have
seen four or five vessels & sent them all, Lat $18^{\circ}51'$ Long $2^{\circ}14'$

Time of sailing Dec 3rd at day light. Made the land
of St Helena bearing to the North Eastward of us. Had
Hammie a Laman the afternoon before which made the
log fast, which should have been a warning to Capt P. not to
run too much to the Westward. However by Landin. Rose
to the wind we made light to weather the South Corner of the
island & at about 11.30 came to anchor off Jamestown. Soon
after Mr Carey & came on board, with a young gentleman
belonging to Walbertown Massachusetts who had arrived that
very morning from Agripore in an English vessel & who wished
very much to get a passage home with us. Mr Carey spoke
very highly of him & said that he would accept my offer to take him
for \$50.00 for the passage. This man is from
Engaged in water & vegetables & also Mr Carey.

One of the sons, who is now in the army and has
a few days very pleasantly at home in company with his
brother & daughter of marriage has introduced to
Charles' wife, sister (Marianne) a very pretty girl indeed,
her maiden name was Bagley - I am so excited on
her name in her album of J. H. Moore a pretty young one,
has also introduced to a Miss Jarvis a very pretty light
skinned girl with complexion & light blue eyes -
Took dinner at 1 o'clock, after which as soon as I could
gathered accounts with Mr. Carroll & he took our
leave very much to the effect of all if any thing, that
he judged by their expressions of the stay! it was too late to
make such flying calls! My host for stay, this morning?
it would make much difference to your paper & etc?
But we assured them that though both to leave we
were anxious to be on our winding way as we had
friends who were full as desirous to see us as they
were to have us remain & that as all was ready we
could not think of waiting longer - We then ourselves
being sent on board made sail about 4 o'clock
and were out to sea again by 5 o'clock in
the evening. I took a black man on board
as a Cook's man - Mr. John I like so far
seen much, he is sociable & companionable -
It seems his father is here too & has a large
farm in or near Watertown, his young man

Had been Subsergent since it for some time when he
thought he should like to see a little of the world &
acquire some more experience &c. He has been
out in the East Indies for 4 years but having lost a
considerable money there & his father being anxious for
him to return & take care of his property he is so going &
back (he says) again to leave -- He has been (if I
understand correctly) trying to work on his mine in
America but has been unsuccessful not being able to
get the necessary capital of doing the work --

Sunday Dec 17th 1848

This day Sina was in Lat 1° 35' South & Longitude 10° 25' W
We have had good breezes & beautiful weather since
we left St Helena. On the 16th 15th & 14th we saw
many other small boats on the "Salhouette"
3 days out from the Gallies (most all we saw
were enough to signify were English. It seems
as if the Minor American vessels at sea put
ourselves -- things go on very greatly indeed. Like
Mr Thompson well & we spend the time very agreeably
together.

April 9th 1849 Arrived at San Francisco 5-1 days from Salem
Made the tower at 2.30 PM leaving West Sum for it.
Left in 6 1/2 to 7 fathoms running to get it to bear NW
When leaving about NW. They then hauled down
the flag on the tower on the it flew directly from us
so that we could not see it. As we were off as soon
as we got round we saw the flag flying again &
another to the South on the tower which they were hoisting
finally taken about again & then NW on the wind
which was about SE. When the tower bore NW
saw the boat on the bar waving a flag to the
Northward. Left off & ran for her. Ran on till
we had 2 1/2 & 2 3/4 fathoms when they hauled the
flag down on the tower. But finding we were too
far on to retreat we then steered for the pilot
boat who got under weigh & ran ahead of us
when pretty well in the pilot ground as it is
to the anchorage about 2 miles from the tower
which bore by compass N 65 E 1/2 E.
At 9 next morning we came on board. Got under
weigh with a fair breeze from E by S & ran over
to Youngs Bay. Arrived when we came to anchor
As soon as we anchored the Gunder Mr. Lane &
took the sealed Manifest.
Soon after Mr. Edwards Mr. Paine on board
your letters which unfortunately was

disappointed in obtaining it he said at once that he
did not consider himself to influence me so that I
should perhaps be advised strongly that I should
not commit myself to any one at least for the day
intentionally. That he would willingly give me information
when on shore if I should like to have him though
would rather be excused from all interference but
I much preferred to have him though he appeared to
think that had such been or further known I
should have met him here they would have written
to him requesting his assistance & he felt in a manner
constrained to offer his advice, I thanked him &
for him that I should be very much obliged to him
if he would tell me a little as to how the case
lay &c. He said he would rather not explain
any further till I had seen or shore. While on
shore he hinted at something connected with
Clauless house without explaining his meaning
further. Shortly after we went ashore together.
Passing of Clauless house he said perhaps I
had better stop there first as it was all in my
way & advised that he would be on the street
near Huger's house when I came out.
As we now stopped in front of Clauless house
Mr Clauless came down so Mr Allen
introduced me & left. He had while on
shore told me that Huger was rather a

much interest & that views were very scarce indeed
& rather high & that on the whole my stay was in
a very nice manner. So that I knew what to expect
after paying the compliments Mr Clausen &
assured that he supposed Mr Allen had told me
that the firm had been Phang. I told him
that Mr Allen had told me nothing whatever
about the state of the house then but merely
came on some for his letters. They then showed
that from me, rather much but that the B. & Dodge
was a good stand & they had no doubt could all
be sold at a good profit. That hides were rather
scarce than usual but that there would not be
much difficulty in obtaining a cargo of hides in a
month or so & that they could give as quick a dispatch
as any one. But little else was said but I left
them with the impression that they were endeavoring
to put the best face on the matter possible.
Told them that I was not connected to any one
that I had a letter to Augustobler & that it
was my intention to call on them & learn their
views &c.

Left them & called on the firm of Augustobler & P. The
other partners of which are Mr Valentine & succeeded by
first & a Mr James an American.

Liked the appearance of these gentlemen very much.

Mr Allen had seen Mr Valentine in the mean time and
told him what we had on cargo so that I had only to
explain to him my views. I told him that I had come there
with the expectation of selling the above mentioned
cargo & procuring a return one in a short time of dry
cow hides & better cow hides. He said that he would
tell me just the state of the market then I might
judge a little myself how matters stood.
Just that there was a considerable stock of skins
some 5000 lbs in first hands & but little demand
for it. That the Richmond Store was paying a
little more than a freight but that the common
grades were selling at a very low price in fact not
enough to cover costs & charges that he could not
take our whole cargo at once at any rate but
that he felt he could do nothing else to take in
& get the most he could for it. That he thought
he should possibly be able to get 100 better \$5.00
to \$5.50 per lb. That the common grades ^{were} ~~would~~
not warrant but that the P.D. grade was in
as good repute as any perhaps a little better.
as to the lower leather I think he might be able
to sell it for exportation. J. Pinos says that
it would not pay much for production. That
there was a very large stock of skins of
various kinds in hand but mostly in barrels but

that which comes in this is much better & might
possibly pay something. He remarked in reply to my
observation that should my spec. move be of advantage
to me that is his consideration to them & that the only
benefit it would be of to us was that so much of our funds
would be available to purchase with without need of
lump sum. So much for the outward cargo.

He said that Mr Allen confirmed it that he had
known so much about the Rio Grande for the
purchase of hides, that they were very scarce indeed
& coming in slowly - He gave reverse orders
for it. That but few bullocks had lately been
seen that as less had been so low here before that
they had found another market for them
that the season had been too for them etc.
He said that a cargo could not be obtained now
for less than $7\frac{1}{4}$ & $7\frac{1}{2}$ cts per lb & that would not
all be low hides but that a portion would be
of hides the cargo averaging from 210 to 23 lbs.
The reason of this being that so many cows having been
seen they were getting scarce & the rancheros or
whatever they may be called had been prevented from
selling them. He said it could not possibly
state any time when a cargo could be obtained nor
could they fix any limit as to the price either
of the outward or return cargo but they if they

The business was put into their hands, they would
do the best that could be done which was as well
or better than could be done elsewhere.

He said the latest news from Rio de Janeiro a
large number of vessels at that place that all the
ships there were bought up at advanced rates
& that freight here very low 30 cts per ton.
That there was a larger number of foreign vessels
at Santos than had been known there
for years & so said having seen them at once.
That ships were a little lower there than here
& that from very much covers nearly as well
a dollar for same. That at North Rio the
stock of flour was so large that they had been
requested to take foreign money for from there
but refused not wishing to injure the market
for the regular traders. Captains Sam & Dan
- he told very much the same story. The both appear
very free & honourable & are willing to promise
what they feel they will be able to perform.

Afterwards had a long conversation
with Mr Allen. He asked what Mr Claussen
told me. & when I told him of Claussen's work
about the change in the firm he said is the firm
of Claussen & Co exists no more for they failed
not long since for \$200,000.

He said that taking all things into consideration
he should advise my staying here & thought that
in the long run I should be able to get as much for
my outworn cargo & the return me as cheap from
Augustoken house as from any other & besides in case
it should be thought proper to continue in the trade
you & substantial correspondents & consignees would be
secured whereas should I consign to Charles
they would be unwilling afterwards to take the business
I told him that Mr. Clausen had intimated to
me that he had some 4 or 5 thousand hides on
land though I did not say directly that I should
have them if I consigned to him though he rather
left that impression. In fact I have letters since was
written it was so or whether they were to be held
for the Maria Theresa, the very same doubtless
whether they had so many but thought they
might possibly have 3 or 4 thousand. He told
me likewise that Clausen's household had been in a
precarious situation for some time & that they
had all along been obliged to make forced sales
& wait their payments & that they had been
obliged to pay a large price for their hides
to make up for want of ready money & that they were
desirous to get a longer time on their mortgages
than a more substantial house would be.

It seems that Mr Allen is providing with funds to
to purchase two Canoes one for the Mohawks & one to be
shipped by the best available opportunities. He has also
the refusal from A. & G. of a number of bales of hair
& more he is to be considered as having a right to them
unless sooner one will give more for them. All or
nearly all his hides are engaged & among them a
proportion of green salted hides. These are very scarce
& difficult to be obtained, ^{now} he has an idea of
taking the bales of more & having the hides to
be shipped by the A.M. Vessels now lying here
arguing that the benefit they would derive from
having him out of the fair market should reconcile
them to the idea of taking from some of his
wet hides for fuel at least should they require it
& be unable to obtain any elsewhere —

(taken a one-hundred argument I fear) always a whale
within a whale) — That Capt. & Mrs. at dinner after
which he took an early opportunity to call out
Sunday. Lint left the Gallies of the Times &
from prospect here with the appearance of an
opening at the River all which I took to be
an attempt on his part to drive me off his
post. He ran down the C. O. Dodge Flows to the
lowest water since then it was not in his power
worthy as much as the Bottoms called at
Plattsburgh again after dinner but did not fair

W, then so left again. Nothing settled as
yet. Though there is an understanding that if
Messrs H. & D take the business our turn shall
come in next to the Wyman at any rate.
April 10th. Went on shore after breakfast and called
first on Mr Winton & learned indirectly but conclusively
from him that the ~~letter~~ hides Hansen spoke of had
been collected for the Maria Theresa & that they
would not be disposed of for any other vessel so
that I had no further motive whatever to give them
the consignment. Calling on Messrs H. & D's former
Mr Allen then & had some further conversation with
him. He obtained from Mr Valentini all the late
priced meat & letters from Monte Video Buenos Ayres
& Rio Janeiro & overhauled them pretty narrowly and
compared them with the Market here the result
was as follows.

At Monte Video the net prices at the latest dates
were \$4.75 @ \$4.87 1/2 c per lb for Flour the
stock large ~~at~~ At Buenos Ayres, ^{letters say} Flour almost
unsaleable; net price ~~at~~ about \$4.75 per lb
& was not admitted for consumption
At Rio Janeiro Flour of similar quality & quantity
net \$5.31 or thereabout.

Thus now it is thought probable that the
best price that may be obtained ^{here} will be

15 \$500 on time Charges about \$500 = 11 \$000 = \$5,500
But if retained a day in course of 60 days Mr Allen
gives it as his opinion that 16,000 may be got
or not about \$5,75

Taking into consideration the difference in the
Market Value of the article of Flour between here
& the southern ports & knowing the extra expenses to be
incurred by shipping many ports insurance &c & knowing
that there were a great many vessels then ready to
take a freight on almost any terms many of them taking
the wheat for nothing for the sake of having sale
& place to take sales of cotton or wool for \$5 & \$6
for ton measurement also seeing by the prices current that
wheat was becoming scarce at Buenos Ayres with rather
an upward tendency I about concluded to leave the
cargo here at least & reserve to myself the right to
leave for Buenos Ayres if any thing should offer
them likely to prove profitable. After viewing
the matter in all its lights Mr Allen drew up
a paper showing my views on the subject which
I presented to Mr Valentini & which he accepted
as did Mr Damaret to whom Mr T sent it
after he had read it. The import of it was
as follows, That Messrs Huggest & Co
should leave the consignment reserving the
right to leave here for Buenos Ayres should

My, for then so left again. Nothing settled as
yet. Though there is an understanding that if
Messrs H. & D take the business our turn shall
come in next to the My Man at any rate.
April 10th. Went on shore after breakfast and called
first on Mr. Winton & learned indirectly but conclusively
from him that the ~~latter~~ hideshausen spots of hide
seen collected for the Maria Theresa & that they
would not be disposed of for any other vessel so
that I had no further motive whatever to give them
the consignment. Calling on Messrs H. & D's found
Mr. Allen there & had some further conversation with
him. He obtained from Mr. Valentini all the late
priced meat & letters from Monte Video Buenos Ayres
& Rio Janeiro & overhauled them pretty narrowly and
compare them with the Market here the result
was as follows.

At Monte Video the net prices at the latest dates
were \$4.75 @ \$4.87 1/2 c per lb for ^{Flour} the
stock large ~~at~~ At Buenos Ayres ^{letters say} Flour almost
unsaleable; net price ~~at~~ about \$4.75 per lb
& was not admitted for consumption
At Rio Janeiro Flour of similar quality & quantity
net \$5.31 or thereabout.

Thus see it is thought probable that the
best price that may be obtained ^{here} will be

15 \$500 on time Charges about £ \$500 = 11 \$000 = \$5,500
But if it takes a day in course of 60 days Mr Allen
gives it as his opinion that 16,000 may be got
or not about \$5,75

Taking into consideration the difference in the
Market Value of the cotton of L. & S. between here
& the Southern ports & knowing the extra expenses to be
incurred by shipping many ports minimum & so & knowing
that there were a great many vessels then ready to
take a freight on almost any terms many of them taking
the West Indies for nothing for the sake of having sale
& place to take sales of cotton or wool for \$5 & \$6
in ton measurement also seeing by the prices current that
L. & S. were becoming scarce at Buenos Ayres with rather
an upward tendency I about concluded to leave the
cargo here at least & reserve to myself the right to
leave for Buenos Ayres if any thing should offer
them likely to prove profitable. After viewing
the matter in all its lights Mr Allen drew up
a paper showing my views on the subject which
I presented to Mr Valentini & which he accepted
as did Mr Danneberg to whom Mr. T. sent it
after he had read it. The import of it was
as follows, That Messrs. Augustin & Dorely
should leave the Consignment preserving the
right to leave here for Buenos Ayres should

any thing promising them as it being at the same
time well understood that the Lophocoma should
be despatched next after Mr Allen's cargo for the
Mocha with his other ~~and~~ which he has already
paid for in advance / & the Barge Wyman
& that no other vessel should interfere with
us after them. The paper also mentions that in
consideration of my placing the business in their hands
thereby concentrating the trade purchases in one spot
& thereby having a tendency to keep down the price of
trades giving them somewhat of an advantage thereby
ought to be a little liberal on their parts & state if
possible an out of price for the goods & fix
some time if possible for ~~the~~ closing the business.
But Mr L. said as yesterday that it was utterly impossible
for them to do either though they would promise to
do the best they could under the circumstances with the
assurance that should any thing turn up in
my favor I should be informed immediately &
should receive all possible advantage from it.
I then went with one of their clerks & entered
the vessel (by their advice) in franquicia which gives
me the liberty to buy every thing on board for 5 days
without being liable for the duties in case we
should leave at the expiration of that time.
After this I called on the American Consul

Mr. Merry (of New York) a resident here for some
twenty or so years. Left the pole & Register with him.
Have not the chance of any thing to say. It has been
raining "big guns & small arms" all day --

Speaking with Mr. Merry about the weather off the
Ice & about the remark in the Coast Pilot on the subject
he said in the course of his long residence here he
has never known but one vessel to have been
driven ashore by stress of weather & that that was wholly
through carelessness or stupidity. That he has known
20 vessels to have been off the Ice at once on the
coming on of a South Easter & that they were always
able to get out into 20 or 30 fathoms & then leave too.
He says that a South Easter always lasts three
days & that it flows longer than 24 hours than
either before or after & that it always gives ample
warning before coming on.

April 11th. Obtained a permit from the Customs
House & landed 500 Barrels "Flour 2 Bags Butter 2 do
Chase & 2 of Lard. Landed the three last as sugar
& 1144 Barrels of the Flour. The Mission will have on board
15000 hides besides sales of hair & wool. The Merchant began
to load this morning. Capt. Todd & Mr. Allen are
always at sword points with each other in business
matters though perfectly friendly in other matters. I
stand as it were neutral between them & so have

from one to the other pretty much all that's going on.
Toda told me this morning that we were coming in
actually one-fourth way for that he had been
previous engagement with the house to furnish him
with the Cargoes one for the Wyman & the other for
the Mr. Schoder now just coming into port at home.
But that he wanted his right in my favor from the
consideration that should he do otherwise he might be
the means of driving me into the market again.
Come to raise the price of hides which it is in much
his interest to keep down as mine. I asked him if
he actually had the funds with him to pay for
the Cargoes at once; he said that he had.
This being the case perhaps he had some private right
but Allen I came to think yesterday that I was
could not advance the funds to purchase more
than one vessel large now.

Toda remarked this morning that it was impossible
to get any information from the partners of the house
about another persons business for they were strictly
honourable about it &c. I then asked him if he
made it a practice on obliging to them to hand
them an invoice of the Cargoes. He said he always
did & that the partners would think rather
hard of it & consider it as Jonathan's slight
on them if it was not done so, that he still

Sent Coulson over the Sales approving their Sales
on not as the Sale might be. On conferring with
Allen afterwards he said that Louis Demore was
entirely uncalculated for a party movements of game and
merchandise that he would always find out what
was going on & should see a little before settling
the house not to mention this that the other with
regard to his business but would rather leave it to them
to bear the consequences in case of ~~any~~ anything happening
accidental to him through their disclosures. He said
that it was probable that all Louis Demore was
to see the cost of my Flour as he is interested to
know whether I can afford to undersell him or
not as he has some of the same quality which
I know cost him more. Allen advised me
therefore to draw up a new invoice putting the
Flour @ \$7.00 & raising the price of the other things
a little which would do no harm as I had the
right to sell below those prices & it would have
the advantage of leading I off the track. Louis Demore
told me this morning that it was "Maurice Put-
nam's" here. But I don't think he is half
the business man Allen is & that he must
get up quite early in the morning to get much
to mindance of him. He may think he has
obtained an advantage over him but let

Am look short than the feet not on the other by.
Allen was shipping a lot of hogs this morning from
the house & checking of them said that the house
wished him to take some from another place
but as these were Lancian he preferred to take
them. Lashed if he (Allen) than. He said that
occasionally on seeing a very poor one he pointed
it out but did not like to interfere about such
matters but preferred leaving such affairs to the
house cutters. Now I told say, that Allen took these
hogs which of the hog he (Allen) calls a poor lot
because he (Allen) thought that John wanted them
& that as Allen was to take to pull them kind of
he managed to get more poor hogs in the
lot than the other in the whole. Different people see the
same thing in different lights often. I told took an
opportunity in my presence this morning to say that
he did not wish to purchase a single hog. It
appears that the OX hogs are preferable for
the American Market in fact the cows are
almost unsaleable though in 5 or 10 thousands
the will all manage to find some 100 or 200
poor hogs at home. They are worth now (the
one) I told says 5 £ each.

The new Bales here measure 3 ft high this is
the largest some will not measure more than 2 ft.

April 13th Landed 3 kegs Butter as a sample. Did
nothing else to day. The Bomoso was shipping some Oacks
of hair to day. I saw that that which comes in Oacks is
generally lower & therefore better than that in Hobs which
has the long strands from it to be Oaca for a better price
but the hair which is much cleaner as all the impurities are
taken from it before it is pressed. Wool is now worth
from 5 1/2 to 7 1/2 for the four days the Muzteez was best.
He says that it is advisable to press the hides after they
have been poisoned for he has found by experience that
the act of drying the set after the process drives out all the
natural dampness of the hide which comes back again
after they are put on board. He says the difference will
more than pay for the cost of shipping them. The Storehouse
says that if hides are taken immediately from the drying
flakes without being pressed in a store they will not store
away near so long & that it will make a difference of
600 hides in 10000 whether they have been pressed long or not.

April 20th & 21st Discharged the remainder of the cargo
after having layed out all the days allowance in provisions
besides three days extra allowance of the inspector. Everything
came out right except the loss of which he found a more
more Reg than we anticipated. What I have put in store.
Did not get through till late Saturday afternoon not in
time to receive the duty. Sold the 20th 500 lbs Flour
at 1/500 I am which will not above \$6.46.

Gave the cattle for 15 \pounds net & the Lamb for $9\frac{3}{4}$ \pounds net.
The Lamb fell short 20 pounds which is the difference
of the allowance here & at home. Here it is 10 \pounds &
home 13 \pounds . It came out in even order though some
of it must have leaked out as a few of the flour lbs
were stained with it. The Flour turned out for the
most part pretty well tho' some was a little stained
with bulge water & some was a little mouldy.

The *Orinoco* which was to have sailed a week ago
was towed from the North to the bar on Thursday but
could not get over on account of the heavy sea
breaking all across. Saturday she was towed outwards
& left & was in sight some time with light breeze
and rather a poor beginning. Mr. Allen has returned
to Chokisau Capt. Caulfield to carry his cargo of hides.
I don't know on what terms. The *Woburn* is back
in port. They commenced steaming yesterday.

Mr. Todd left here in the middle of the week for
Agassizone & back some 200 miles up country
to try if he can collect hides for the Wyman.
We have not seen heard from yet. I hope he will be
successful as our friends will come so much the
better. It was said that Mr. Allen had started
a Swain's ship named the "Experiment" but this
was a mistake. It seems the vessel was not a spec
about the dates & the Captain's address taking
the first.

I have some idea of taking some notion of my father
in case the latter's idea could be obtained but find
that it costs too much or more here than it is worth
at home. My Demarest made inquiries about it & found
they asked about 6 cents for it here. A Brazilian
vessel that arrived here a day or two since from
Rio Janeiro reports the arrival of an American vessel
from California. The [the American] reports that the
accounts from California are much exaggerated
that the gold may be obtained it is not so plentiful as
has been represented & that there is a great deal of
suffering among the diggers. This report dampened
the spirits of many of the Americans at Rio or that
may be "El Dorado" — The Maria Theresa has not yet
got along. We fear something has happened to her.
A New York vessel that sailed from Norfolk 10
days before we left has not yet come in.
The New York Mail (the Chesapeake) arrived the 4th
May 83 days from 10th April. It experienced
very severe weather all the passage & damaged
a great deal of her cargo. She flew on a buoy
of it with Captain Wadsworth & at times the
screw not yet started as he is not yet
discharged — The Maria Theresa had run
ashore on her 2nd Feb & put into Bannock
N.Y. with 2 1/2 ft water in hold & 150 lbs from damage —
What wonders they have endured the voyage.

In the Country there came as father a man
belonging to New York by the name of Samson.
He is a live dealer there & is now on his way to
Buenos Ayres for his health & to make inquiries
if he thinks proper. It appears that he is true
acquainted with the Farmers. They have
a conversation with him with regard to the
Prospect in the live market for the coming
season at home. He says that in the Spring &
Summer of 1840 prices were high & that very
few or consequence the Farmers (in the vicinity of
New York) only bought enough for their immediate
 wants that is consequence of this live accumulation
to a great extent & the value fell considerably. In the
fall however the live fell as low as 5/2.
The Farmers then bought up a large stock
sufficient for their fall ~~live~~ consumption &
also for the next Spring (that is the Spring of 1841)
That prices being now high they will again hold out
for the fall a little, when they will again make
their purchases & that of July & August they will
not be worth more than 9/4. But that of
the month of October they will probably rise
again in consequence of the stock being low
diminution of the Farmers buying up their fall
stock. So that it is quite as necessary to

I acquainted with the state of the Lark
Market as it is to know about the bias for
as the farmers are in the habit of supplying themselves
when prices rise as their power is there in
a all probability as a reaction in their value after
such purchases have been made & it is now to
know how much things are worth.

He says that the Boston & other Markets in N. H.
are entirely governed by the New York Market.

Speaking of De Forest of New York the great fair
dealer. He says. De Forest is a very rich man. He has
several large stores & it is for his interest to have
those stores occupied for the actual goods more by
way of store rent, & other "pickings" of such
kind than by his Commission. That he would
rather sell to a dealer who has no Commission for 9¢
from his store than for 9 1/2 ¢ from the vessel in which
they are imported; for by so doing he would get nothing
but the Van Commission with which he is not satisfied.

Mr. Samuels says that the Merchants of New York
who are in the habit of speculating in furs order their
agents in Quebec to buy not to purchase for them
for more than 6 1/2 ¢ per lb. At the higher price the market
not hold it as a safe investment.

The Hyman began loading about a week since
by order to get her off in about a week more.

The Robinson began her run the 7th inst. &
began loading the next day. Tangier was not
coming this day. When we were with
him.

May 12th wrote Father & Saml. I steamer
H.C. Janes.

May 23rd began off town taking letters for
Father & Saml. Evening of same day Mr & Mrs
Demarest & Capt. May. I saw them leaving on
board the Aphonia.

The Robinson began her run the 7th inst. &
the for the 13th from the 12th - and on the 14th
24th day. The Robinson was on the 25th
at New York Jan. day 1854

"
O Power Divine! your Protection
Ever guards the virtuous fair,
Whom in distant climes I prander,
Let my Carrie be your Care:
Let her grow so fair & faultless,
Fair & faultless as your own;
Let my Carrie's kindred spirit,
Draw your choicest influence down.

Make the path you draft around her,
Soft and peaceful as her breast,
Breathing in the breeze that fans her,
Lodges her solemn into rest.
Guardian Angels Oh Protect her,
When in distant lands I roam,
To realms unknown while fate exile me,
Make her solace still my home."

From Eliza Cook's Journal
Home

By Rev. John Long.

"Our home is not where we are, but where we wish
to be." Diamond Dull.

'Tis home where the heart is, wherever that be,
In city, in desert, on mountain, in dell;
Not the grandeur, the number, the objects we see,
But that which we love is the magical spell.

'Tis this gives the cottage a charm and a grace,
Which the glare of a palace but rarely has known;
It is this, only this, and not station or place,
Which gives being & pleasure, which makes it our own.

Like the dove on the waters, a rest-place to find,
In vain for enjoyment or nation we roam;
Home only can give real joy to the mind.
And there where the heart is there only is home.

The Surprise by Francis Ogden
They stand within a curtains' shade,
Apart from all, & thus he spake;
"Sweet Cousins, wouldst thou know the maids,
For whom my fondest wishes make!" P. H. V.

Farewell

We do not know how much we love
Until we come to leave;
An aged tree, a common flower,
Are things we which we grieve;
There is a pleasure in the pain
That brings us back the past again

We linger while we turn away,
We cling where we depart;
And memories unmarked, till then,
Come crowding round the heart.
Let what will be our outward way
Farewell's a sadder word to-day.

